

RACING NOTES



WHEN dealing with the Lincolnshire Handicap in previous notes, I had on several occasions drawn attention to Berrilldon, pointing out that if—I doubted it myself—his running in the Trial Stakes at Ascot last year was his real form, he had a great chance of winning the race; and only last week I was able to say that I knew he had done all that he had been asked to do in a home gallop. It was, therefore, no surprise to me to see him winning the race last week. I say "winning" because I have no doubt in my own mind, that but for being interfered with by Cuthbert, he would have won with something in hand, instead of only being declared the winner after Cuthbert—who beat him by a head—had been very properly disqualified. Now the disqualification of Cuthbert brought with it a query as to whether in all circumstances the disqualification of a winner should carry with it complete disqualification; that is to say, not only the loss of the race, but of a "place" as well. Take the race we are talking about, for instance. It was evident that Cuthbert was, at all events, by a long way second best, as the race was run. It was equally clear that it was through no intention on the part of the rider that he interfered with Berrilldon; but, yet, not only did he lose the race, and his owner—Colonel W. Hall Walker—

the stakes, but those who had backed him for a place or "each way" lost their money into the bargain. On the face of it, there does seem to be some ground for thinking that "disqualification" might, under certain circumstances, be only partial; but if we come to think the matter over carefully, I do not think that any such scheme would be found practical. It would, for example, throw very grave responsibilities upon the acting Stewards, and it would, I think, open the door to evil practices. Then as to

the question of bets. Well! betting is not the most important part of racing, and I do not suppose for a moment that any such consideration would be entertained by the Stewards of the Jockey Club, nor, for the matter of that, do I think that there is any likelihood of their allowing any alteration of the rule of racing in accordance with which the disqualification of a horse carries with it complete disqualification for the race for which he has been "disqualified."

Berrilldon is by Berrill 42 out of Contribution 9, a beautifully bred mare by Winkfield (5) out of Alimony, by Isonomy 19 out of Alibech, by Hermit (5). Berrilldon was bred by Mr. J. C. Sullivan, and was bought as a yearling for 210 guineas by his present trainer, Medcalf, whom there is no more capable or painstaking member of the profession. It is, by the way, worthy of note

that Berrill, now owned by Messrs. H. Cholmondeley and T. Wickham Boynton, is certainly entitled to rank as a good all-round horse, for among other races he won the Cambridgeshire, he has shown that he can get winning stock, and he was awarded a King's Premium and the Champion Cup at the London Show. It may be added that he is standing at the Burton Agnes Hall Stud, Driffield, Yorkshire, at a fee of 107 guineas inclusive.

Mr. E. Hulton and Mr. C. Bower Ismay will look back upon Thursday's racing at Liverpool from widely different points of view—Mr. Hulton with pleasure, Mr. Ismay with regret. Jacobus, owned by Mr. Ismay, was favourite for the Stanley Steeplechase, a race which, bar accidents, he must have won; but he fell. Odds of 5 to 1 were laid on Ballyoukan, another of Mr. Ismay's horses, to win the Molyneux Stakes; but he lost the race by a neck. Worse was to come, for with odds of 5 to 2 laid on him, Craganour, the crack two year old of last season and the present favourite for the Derby, was easily beaten in the Union Jack Stakes. For Mr. E. Hulton, on the other hand, all went well. Scotch Saint, 11 to 10 on, did all that he was expected to do in the Liverpool Spring Cup, and Flippant—sent for at the last minute—brought about the downfall of Craganour. Apart from the satisfaction

of beating Craganour, Mr. Hulton had special reasons for being pleased when Flippant won the race, for it was entirely owing to his own decision and determination that the horse reached Liverpool in time to run. As a matter of fact, when Mr. Hulton heard that Roseworthy was not going to run, he telephoned to Epsom to tell them to send Flippant. When his message arrived, Flippant was out at exercise. "That doesn't matter," said Mr. Hulton. "Go and bring him in and send him off." Then further difficulties arose. "It is impossible; there is



W. A. Rouch. BERRILLDON, LINCOLNSHIRE HANDICAP WINNER

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no train," he was told. "Order a special; find the horse and put him in it," was Mr. Hulton's prompt reply. So Flippant came to Liverpool, and, having come, did, as we saw, beat Craganour. What we have got to argue out is what that beating meant. There are, I think, several ways—certainly two—of looking at the situation. If Craganour was fit, and if the race was truly run, there is, at all events, a reasonable *prima facie* case for thinking that Shogun, instead of Craganour, will be the hero of the classic racing of the present season; for this is how matters now seem to stand: Flippant was receiving 8lb. from Craganour, whom he beat easily by a length, and, allowing 3lb. for that beating, we get Craganour as being just about 5lb. better than Flippant. Now, in the Free Handicap last year Shogun was put 9lb. in front of Flippant, and therefore on the Union Jack Stakes running would seem to be 4lb. better than Craganour.



W. A. Rouch.

THE START FOR THE GRAND NATIONAL, COVERTCOAT ON THE LEFT.

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According to Mr. C. R. Richards' Unofficial Handicaps the difference in Shogun's favour would be still greater, for in his estimation Shogun was last year 20lb. in front of Flippant. Now for the other side of the argument. I do not think there is much doubt that last week "condition" was all in favour of Flippant. He had, at all events, had the benefit of a race—he ran in the Easter Stakes at Kempton Park—whereas it was not only Craganour's first appearance on a race-course this year, but with his classic engagements in view the colt was—very properly—not by any means screwed up to racing pitch. There was, too, if I mistake not, another point in Craganour's favour. It was this: that I thought the race was falsely run, and, as a matter of fact, Craganour was, I think, nearer to the winner at the finish than at any other part of the race. It is also quite possible that Flippant, besides profiting by superior condition, has improved a good deal since last season, when, by the way, he did win the Gimcrack Stakes, and that by six lengths. These are what seem to be the two sides of the argument—for and against Craganour—the deduction being, to my mind, that it will be advisable to await further developments before assuming that Craganour has had his day. Shogun, by the way, will run for the Greenham Stakes at Newbury on Friday. Craganour is entered for the race, but is not likely to be pulled out again just yet. Judging by the way he ran in the Easter Stakes, Sanquhar will be quite capable of giving Mr. E. Hulton's champion a very good gallop indeed.

Looking over the two-and-twenty runners for the Grand National Steeple-chase as they walked about in the paddock before the race, it struck me that, well trained as the majority of them were, they were, with a few exceptions, lamentably deficient in class. I am not sure that, had I to pick and choose, I would not take Irish Mail and Ballyhackle as the two most typical 'chasers of the lot. Nor did their running, or, rather, their jumping, make them out to be a bit better than they looked. Two-and-twenty of the best 'chasers we can produce, and only two of them—Covertcoat and Irish Mail—capable of getting round without falling! Surely there must be something wrong—but what? I do not

for a moment accept the proposition that the fences are stiff; they are big, we know, but they are very fair, and ought to be jumped easily and safely by a properly ridden horse with any pretensions to rank as a really good 'chaser. The fact remains, however, that of recent years few horses do get safely over them, a state of affairs which I myself attribute largely to insufficient schooling and indifferent riding. It is, at all events, noticeable that horses trained in certain stables do, more frequently than others, manage to negotiate the Aintree fences—and that, I think, strengthens my argument that a great many horses fail to do so because they are insufficiently schooled. As to the "riding," I think the "short stirrup" seat now generally adopted is singularly ill-adapted for cross-country riding; it is, at all events, certain that, at Aintree in particular, we see jockeys shooting over their horses' heads or rolling out of the saddle, if the horses they are riding make but a peck on landing. Some of them—the jockeys—I myself have seen simply "jumped off," without the slightest mistake being made by the horse. It may be said that P. Woodland, who rode Covertcoat to victory last week, is an exponent of the "short stirrup" school of horsemen. So he is, but he is—few English jockeys are—"built that way," and, moreover, I understand that on Friday last he rode two or three holes longer than usual. Be these things as they may, with few exceptions neither our 'chasers nor the men who ride them seem to be nowadays able to get over the perfectly fair fences they have to jump at Aintree. Covertcoat, winner of the big race last week, is by Hackler 7 out of Cinnamon 9, by Concha 27 out of Mount Royal, by Monarch of the Glen, by Stockwell 3. He is owned by Sir C. G. Assheton-Smith, and was trained by R. Gore.

At Newbury on Friday, Shogun will need to be in good condition if he is to beat Sanquhar in the Greenham Stakes. This is the other of Mr. E. Hulton's horses, has top weight in the Newbury Spring Cup on Saturday



W. A. Rouch.

BLOWPIPE LEADS THE FIELD.

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Handicap, but if fit will, I think, take a great deal of beating; and in the Chieveley Handicap I notice Lespedesia (2st. 2lb.), though here, too, the top weight, Prester Jack (9st. 5lb.), will have to be reckoned with. In the Newbury Spring Cup on Saturday

is Giant (8st. 2lb.), a colt of whom very little is really known—not more than enough to suggest that he may be more than useful. Long Set (9st. 6lb.) has, I think, too much weight; and to cut a long story short, I am inclined to think that if Jingling Geordie is sent to represent the Beckhampton stable he will very likely win the race for Mr. J. Buchanan.

TRENTON.

KENNEL NOTES.

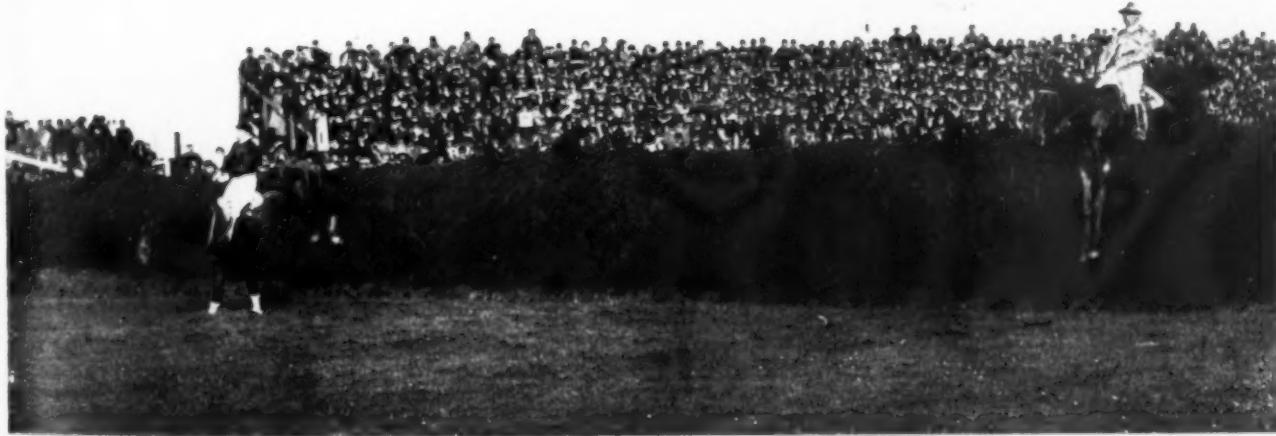
DOGS AND THE RAILWAYS.

AGOOD many of us are under the impression, rightly or wrongly, that the present methods of sending dogs by rail are not without their imperfections—through the carelessness of minor officials, possibly, or through the negligence of the owners themselves. Sometimes porters exhibit an indifference to the contents of the package

Now, a dog can go twelve hours without suffering unduly from the pangs of hunger, but the poor thing will most certainly feel the deprivation of water, especially in hot weather, and in cold his box or hamper may be allowed to stand about on draughty platforms for a considerable period. That the owner should fortify him against such a contingency by providing him with plenty of straw and putting a warm coat upon him goes without saying. It is not a bad plan to register the traveller for the minimum amount, the expense being quite small, one knowing then that he will receive extra attention on the journey. I am not altogether clear, however, as to whether this would tell against one in suing for the full value of an animal killed or injured through proved negligence. The duty of the owner consists in seeing that a suitable box or hamper is provided, preferably several sizes too large rather than an exact fit. Scarcely a summer goes by in which some dogs are not suffocated while in transit. I have seen the unfortunate creatures placed at the bottom of a large heap of luggage in the guard's van, and



TOKAY, MERRY LAND, THE REJECTED IV. AND WAVELET (RIDERLESS) AT BECHER'S BROOK.



W. A. Rouch.

THE GRAND NATIONAL: SECOND TIME ROUND.
Covercoat and Carey at Valentine's Brook.

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they are handling, which is most exasperating. On one occasion I saw a man proceed to turn a hamper end over end, as though it were nothing but a receptacle for dirty linen, the canine inmate, obviously a very big one, protesting vehemently. So did I, in most vigorous language, which resulted in a barrow being fetched. Another time, a champion bitch of mine was tumbled off the platform on to the line, only being saved from an incoming train by the promptitude and pluck of the kennelman. I know perfectly well that it is impossible for the officials of the companies always to have an eye on the doings of their subordinates, but a severe reprimand when a man is detected in unnecessary roughness might do good. The chief complaint, I take it, relates, however, to the delays occurring at junctions. I have had a dog over twelve hours covering a distance of some seventy miles with two intermediate changes. Three hours would have given ample time. Others have reached me from the extreme North of England in less time.

unless plentiful provision is made for admitting fresh air, they must incur serious risks. Personally, I prefer a hamper to a box, air being admitted all round, whereas with a box a small barred aperture along one side is often supposed to answer. Owners who deliberately use any makeshift box several sizes too small should be proceeded against for cruelty if detected. The National Canine Defence League has been in negotiation with the railway companies upon this subject, and, although much has not been accomplished, the assurance of the companies has been received that animals tendered for conveyance in packages that are obviously too small will be refused. While declining to make provision for feeding on a journey, the companies will arrange, whenever possible, for travelling dogs to receive water if the senders indicate their requirements upon the labels. The companies promise to do all in their power to prevent delay in transit and delivery.

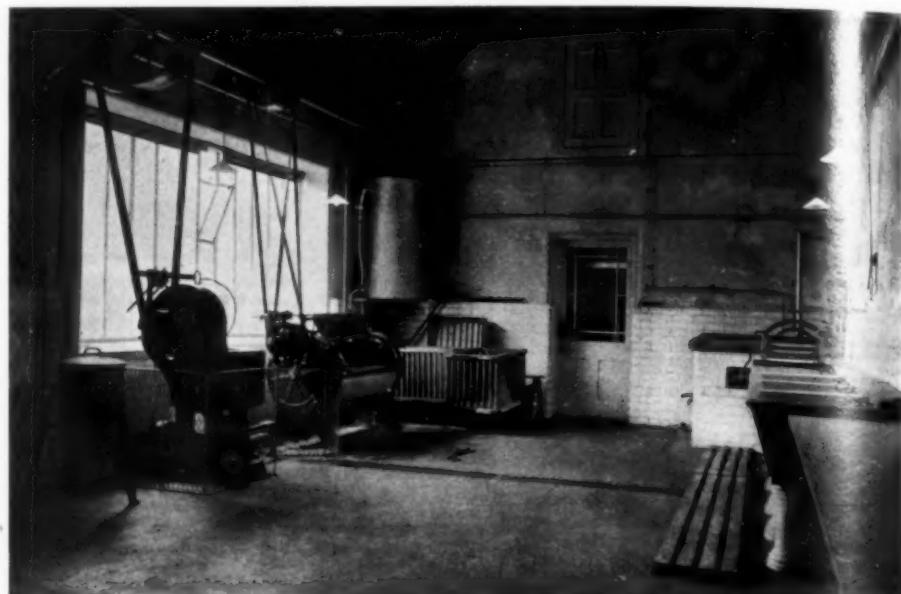
A. CROXTON SMITH.



THE introduction of power into the laundry is rapidly becoming popular in many places besides the commercial laundry. It is in the natural order of things that old-fashioned methods should be superseded by more modern ones, and no doubt the time is not far distant when the system of hand washing in country houses will be a thing of the past. The power laundry in large country houses is now an accomplished fact, and wherever installed its advantages are admitted to be well worth the initial expenditure. Many well-known seats have steam-power laundries which are models of cleanliness and engineering skill. They enable the complete process of washing and laundering by power to be carried out to perfection, and prove a source of real interest to those who examine the plant and methods employed. It is claimed for the power laundry that the linen is much whiter than when washed in the tub by hand; the process is much quicker and is carried out under more desirable atmospheric conditions.

The laundry is usually a detached building, situated within the grounds at some distance from the house, and related in its architectural character with the other subsidiary buildings. The two illustrations on this page show the washing-house and ironing-room at Carberry Tower, the residence of Lord Elphinstone, and show, with the plan over-leaf, a very efficient installation. A plan is also given of

Mr. Stewart Clark's private power laundry at Dundas Castle, Linlithgowshire. The floors of the washing-house should be of concrete, with drain channels to carry off the liquid from the machines. A very spick-and-span appearance

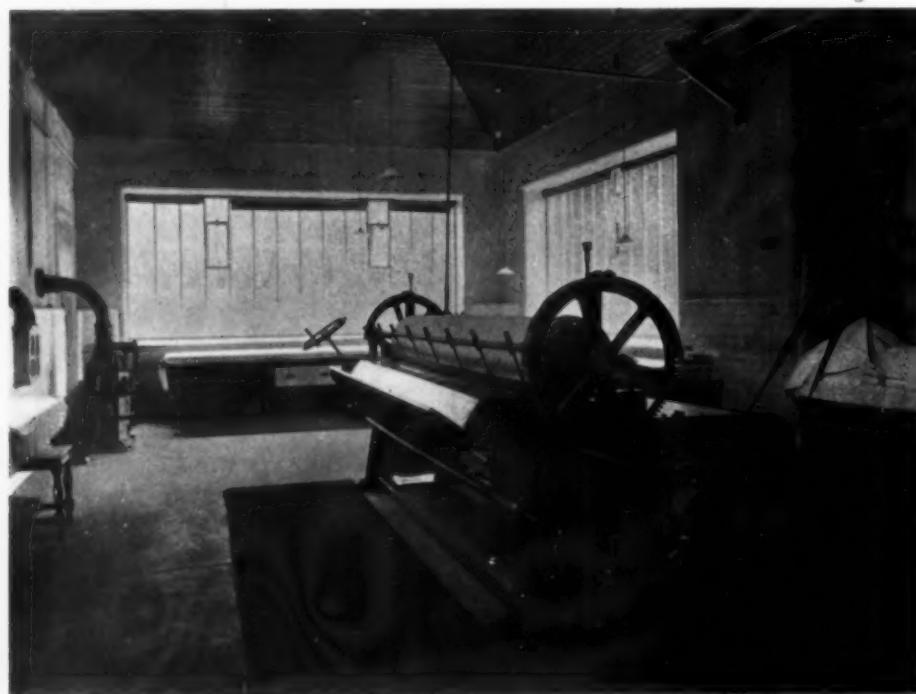


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AT CARBERRY TOWER: THE WASHING-ROOM. "COUNTRY LIFE."

to the interior of a laundry if the walls are covered with white tiles to a height of, say, five feet from the ground, the remaining portion of the walls being cemented or painted. The overall dimensions of a laundry block are usually 70ft. or 80ft. in length by, say, 18ft. to 20ft. in width. This provides ample accommodation for a complete power installation and adequate working space for the people who attend to the machines. The plant itself naturally varies with the size of the building and the requirements of the household; but the installation now described and shown on plan is one which has been put in several country houses and may be taken as representing a good standard outfit.

The boiler is of the vertical cross-tube type, developing about 5 n.h.p., and is fitted with the usual mountings and an injector. It is recommended that it should be of ample size, so that it may require less stoking and emit the minimum of smoke. The suggestion of smoke from a boiler chimney is apt to cause real concern to those proposing to instal a power laundry near their home, but, after all, it is a question of getting the boiler of such a size that there will be no occasion to press it, and then the smoke is of little consequence. In any case, a satisfactory installation is not possible without a steam boiler, as certain items of the

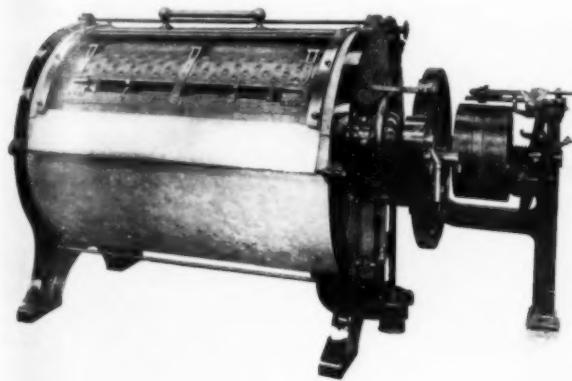


LORD ELPHINSTONE'S LAUNDRY AT CARBERRY TOWER: THE IRONING-ROOM.

apparatus, particularly the washing machine, drying chambers and calendering machine, do not produce their best work without the aid of steam.

The motive power needed to drive a long line of shafting, placed on one of the side walls, can either be a steam engine or a motor to develop, in the case of the plant described, about 9 b.h.p. If electric current is available, the motor as a prime mover is the most popular, but if no current is generated on the estate and is not installed in the house, then the steam engine provides quite as satisfactory a drive without any noise or vibration. One advantage accruing from the use of the steam engine is that its exhaust, instead of going to waste, can be employed for heating water, not by direct introduction into the water, but by metallic contact through the medium of a coil fixed in the bottom of a tank. By this means a constant supply of hot water is maintained for rinsing purposes or for washing delicate fabrics where it is not desirable to subject them to the action of steam. The exhaust from the engine can be further utilised in the drying chamber air heater, thus saving live steam.

The wash-house equipment consists of a washing machine, soap boiler, starch kettle, a range of white enamelled hand tubs and a hydro extractor. The washing machine, which is the most important appliance in this department, is wholly of metal and consists of a fixed outer casing of galvanised steel plate with a polished brass door, in which revolves a perforated brass cylinder fitted with brass-hinged door having strong shooting bolt locks. This revolving cylinder is fitted with brass V-shaped rubbers which carry up the washing liquor during the revolutions of the cylinder and dash it on to the clothes, thus setting up a continual showering action. The



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WASHING MACHINE.

"C.L."

motion of the washing cylinder is rotary, two and a-half revolutions being made in one direction and, by means of a reversing gear, an equal number in the opposite direction. This reversing movement prevents the linen being twisted or "roped," as it is technically termed. Provision is made in the washing machine for the introduction of steam, hot and cold water, and the whole process, including rinsing, washing, boiling and final rinsing (all of which is accomplished in the machine), occupies about forty minutes. Fig. 9 shows a section of the washing machine inside shell, and the showering action which takes place while the shell is revolving. A range of white enamelled fire

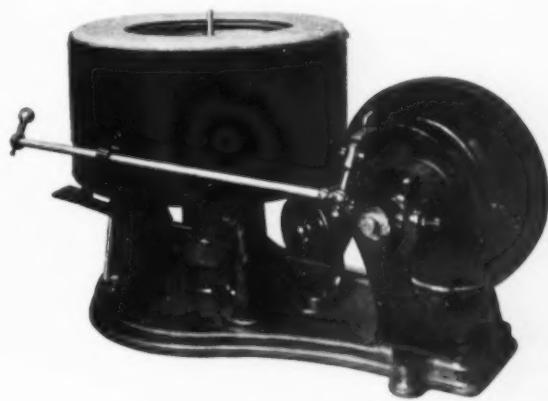


DIAGRAM SHOWING THE ACTION OF THE WASHING MACHINE INSIDE SHELL.



DOUBLE COMPARTMENT DRYING CLOSETS.

clay washing tubs with hot and cold taps is essential for steeping and for washing delicate fabrics by hand. After being thoroughly washed and rinsed, the linen is lifted out of the machine and conveyed to the hydro-extractor, which is usually placed in close proximity to the washing machine, for convenience in handling. The hydro-extractor does the work of a wringer, the water being extracted from the clothes by centrifugal force as the basket revolves at a high velocity. This machine consists of an outer casing of steel plate and an inner revolving basket of perforated galvanised



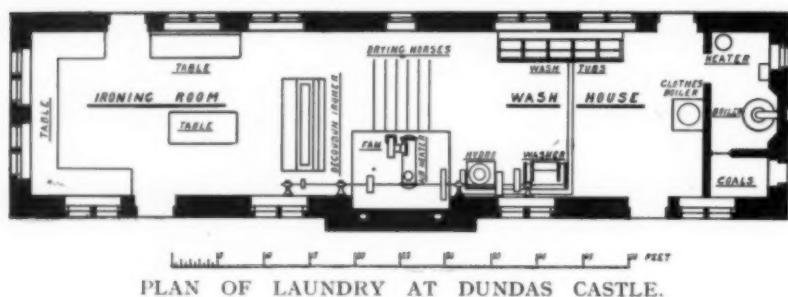
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HYDRO-EXTRACTOR.

"C.L."

steel. The machine is driven by pulleys and an upright steel spindle, which revolve the basket or inner casing containing the clothes at a speed of about one thousand four hundred to one thousand seven hundred revolutions per minute. This high speed has the effect of extracting the loose water from the linen by centrifugal action and ejecting it through the perforations in the basket, and so by drain pipes to the floor channels. The extracting process usually occupies from ten to fifteen minutes. The linen is now in a semi-dry condition, and before being put through the calendering or ironing and finishing machine, unstarched articles are hung up in the drying chamber. There are several systems of drying, but for country house use the most suitable is a chamber measuring about 14ft. by 12ft., divided into two compartments. These compartments are fitted with hanging rails of three-quarters of an inch diameter round tubing, on which the clothes are hung. The heating agent is hot air generated in a heater working in conjunction with a centrifugal steel-plate fan, this apparatus, as a rule, being placed on the top of the drying chamber. The air heater consists of a sheet-steel cover encasing a battery of heating tubes into which is introduced live or exhaust steam. The hot air being blown into the chamber by means of the fan. The idea of the drying chamber being built in two compartments is that one section can be cooled by means of a special apparatus, while the other section is at a high temperature. By this arrangement the operator is able to load and unload the chamber in a normal temperature, and the necessity of entering the heated chamber is thus obviated.

There are other forms of drying closets that might be introduced into country houses. For instance, in place of the double-compartment closets, just referred to, a range of drying horses running on floor-rails might be installed, heated by a tubular air heater and fan, as already described. The



PLAN OF LAUNDRY AT DUNDAS CASTLE.

temperature usually aimed at in the drying chamber is 120deg. Fahr., as it is better to dry slowly where there is plenty of time to do the work, the linen being much softer than when subjected to a high temperature. Linen requiring starch, such as table-cloths, serviettes, pillow-shams, etc., are not hung up in the drying chamber, but are starched in a tub, loosely wrung and put straight through the ironing and finishing machine, hereafter described.

From the drying chamber the linen is ready for finishing, and it is at this point that the calendering machine comes into operation. These machines are to be had in various sizes and types, but the most suitable for country house work, especially for starched work, is the single-roller machine. This machine consists of a cast-iron roller, anything from 72in. to 108in. wide (depending on requirements), covered with a felt blanket and cotton sheeting, and revolving in a cast-iron concave steam-heated bed of semi-circular cross section. The machine is driven by belt pulley through gearing. This calendering machine is one of the most important machines in the laundry, as its function is to impart the gloss so essential to table-linen, etc. The linen is fed into the roller by the operator, and, passing between the roller and the steam-heated bed, is delivered at the other side of the machine on to a delivery-table, where it is received and folded by another operator. A varying degree of finish can be obtained on the linen by adjusting the pressure of the roller on the steam-heated bed. The machine works under a steam pressure of 45lb. per square inch on the bed, and is provided with the requisite stop valve, steam trap, pressure gauge and an automatic finger guard. The object of this guard is to prevent the worker's fingers getting drawn under the roller while in the act of feeding the machine.

There is always a certain class of work requiring to be done by hand, such as collars and cuffs, shirt fronts and cuffs, ladies' blouses and servants' aprons and caps. There are any number of power machines for this class of work, but in a country house there is not usually a sufficient quantity to justify the use of machinery. Hand irons are, therefore, used instead, and these can be heated either at an ordinary stove or by gas or electricity, if this is available.

The hot-water supply is very important in a country house laundry, being constantly required for rinsing or washing by hand any article of delicate fabric. The best method of generating hot water when the machinery is driven by a steam engine is to convey the engine exhaust to a storage tank and introduce it into the tank for heating the water through the medium of a coil placed in the bottom. From this tank a supply is carried by copper pipes to the points in the laundry where it is used. If the drive is by motor and no exhaust steam is available, live steam from the boiler can be introduced into the storage tank through a coil, as already described.

The piping installation in a country house laundry is usually of copper, for the sake of the appearance, and is carried from the boiler along the walls with branches down to the machines and appliances requiring same. Controlling valves are placed at convenient points to the attendant.

In a country house such as that described, three or four attendants are all that are necessary to run the machinery and carry out the various operations of washing, extracting, drying and calendering, including a man to look after the boiler and engine (or motor).

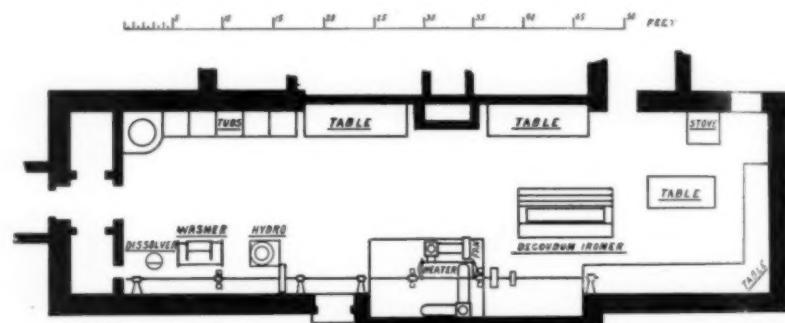
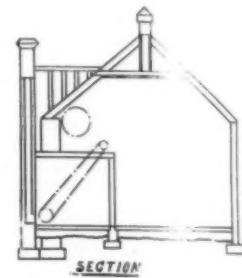
The approximate cost of a first-class modern laundry plant as described, including boiler, engine (or motor) and all machinery, shafting and piping services, as well as erection by skilled men, amounts to about five hundred and fifty pounds sterling (£550). This figure does not include any builder's or carpenter's work.

ANDREW LOUDON.

CHURCH CHESTS.

The Church Chests of Essex, by H. William Lewer and J. Charles Wall. (Talbot and Co.)

THE authors of this book hardly do themselves full justice by its title, for they have written something more than a mere survey of the chests to be found in Essex. Seventy-two pages of generous size are devoted to a survey of the development of the chest and the various forms which it took. Domestic chests and chests for money books and deeds are described, as well as the more distinctively ecclesiastical boxes used for relics, vestments, etc. Essex is especially rich in these interesting examples of church furniture. Everyone who knows the Newport chest will agree with the authors that it is "peerless among chests over the whole breadth of the land; a chest noble in structure, once adorned with greater decoration, and still beautified with paintings which are accounted the earliest specimens, in which oil was the medium, that are extant in England." The beautiful painting on the under side of the lid, showing the Crucifix, the Blessed Virgin, St. John, St. Peter and St. Paul, mark the special use of this sumptuous example. It was clearly used as a portable altar, and the lid when open served as a retable. There must have been a loose lid inside which was used as the *mensa* for altar purposes, but this has disappeared. Its special use is established by a reference in an inventory dated 1513 of the things which the Earl of Northumberland took with him on his way to France: "A Coffer wylde liddes, to sue for an Awter, and ned be; the ou lidd paynted wyth a Crucifix, Mary and John, a superaltare Clothe and Vestmente, and all other stuff to be pou in the sayde Coffer." The authors point out that the very beautiful 15th-century traceried panels of lead which run in a broad band round the Newport chest are copies of one of the original panels which found its way many years ago into the South Kensington Museum. They say that they cannot trace their presence in that collection. There is no more than one to see, but that was visible when the present writer was last at the Museum. It is a very fortunate thing that this one fragment was preserved, as it is a peculiarly interesting example of the use of lead for such very delicate applied decoration. It is impossible to refer to any of the other examples illustrated, which include many



LAUNDRY AT CARBERRY TOWER: PLAN AND SECTION.

chests richly adorned with iron bandings. It is enough to say that the book should be widely welcomed by ecclesiologists.

RECORDS OF BUILDINGS.

The Architectural Association Sketch Book, 1912. (18, Tufton Street, Westminster.)

WE are glad to welcome another volume of the *A.A. Sketch Book*. Doubts are sometimes expressed as to the educational value to the student of careful measured drawings of old work, but they come from people who neither understand nor value the importance of tradition. It is with a definite educational intent rather than with a desire to make an archaeological record that the members of the Architectural Association, and particularly the younger among them, are encouraged to make careful detailed studies of famous buildings. It is pleasant to note, however, that the spirit of the student remains in many men whose achievement has been considerable, and Professor Beresford Pite provides for the title-page of this volume an attractive study of the Choir of Wells Cathedral. The choice of examples is catholic. Thirty-four of the plates show English subjects, and thirty-eight are divided between France, Germany, Italy, Spain and Turkey. Needless to say, Italy provides the majority of foreign examples. Mr. Wontner Smith is particularly happy in his drawings of a doorway at Caudebec en Caux and of the Salute at Venice. Specially good details of churches in Rome and Perugia have been drawn by Mr. Piet de Jong. Our only criticism of this valuable publication is directed to the method of reproduction, or perhaps it may be to the choice of drawings which do not lend themselves to satisfactory reproduction. Mr. Charles F. Butt, for example, has made a most admirable sheet of details of the screen-work at St. Paul's Cathedral, but he draws in pencil and with a delicate technique to which very imperfect justice is done by the process employed. Presumably collotype would be too costly, but if the process employed is the only practicable one, it would be wise to encourage pen-and-ink work rather than pencil or wash. The *A.A. Sketch Book* has now been published for many years, and the long row of big volumes includes a vast amount of faithful and patient record.

AGRICULTURAL NOTES.

SYSTEMATIC POULTRY CULTURE.

A VISIT TO THE BOARD OF AGRICULTURE'S PROGRESSIVE DEMONSTRATION PLANT IN CHESHIRE.

By MAJOR PERCY HOPE FALKNER, R.A.M.C.

In response to an invitation from the Board of Agriculture and Fisheries, and on behalf of this paper, we have had the pleasure of inspecting the State-aided demonstration plant that is now in operation at Haslington, near Crewe. Our readers have had many opportunities of learning that the work is being conducted there for the Government by Mr. F. G. Paynter, a gentleman who has studied this special phase of poultry during the past eight years. Its object is to prove that table fowls can be profitably produced upon comparatively limited areas of ground, by farmers and small holders who are willing to give the same attention to a culture that is so necessary for other and more usual types of farm crop. In order to place himself in a similar position to these people, Mr. Paynter produces his stock from eggs that are purchased from the farmers themselves. When these eggs are received they are hatched out in incubators. The task of "hatching out" is always a trying one for the little chicks, and so they are allowed to rest in the incubators for some time in order that they may recover themselves from the effort. They are then removed to heated brooders, which are located close to the incubator department or room. Here they remain for one week, to receive very close attention from the operator, who must also devote a good deal of his time to the eggs which are incubating in the machines close by. There is not an adult fowl kept on the plant. Mr. Paynter is of opinion, and we agree with him, that the presence of mature birds would conduce to both vermin and disease, either of which may cause heavy loss among young poultry. In so far as we could see from a close observation of the details of this plant, it is practically certain to prove a brilliant success. To those who doubt such a definite statement, we offer this advice: "Wait and see." In the first instance, we are sure that Mr. Paynter will understand our object when an attempt is made to review his own personality; for the very life blood of any form of agriculture, and the cultivation of the domestic fowl is no exception to the rule, is to be found within the man who is responsible for its detail.

The Board of Agriculture can certainly be congratulated in their selection of one who is quite an exceptional expert in poultry-plant organisation. This is invaluable in so far as it goes; but we are of opinion that the Board have more than an organiser for their effort in the person of Mr. Paynter. This demonstration and experimental plant is permeated with original ideas. The operator's introductory remarks to our party were original, and not merely the reflections from another's intellect; they belonged to this man and to him alone. His statements were simple; so were the very stakes which surrounded the birds on their grass plots. This does not diminish the worth of either; we are emphatically of opinion that the fact enhances their value; and further, if original ideas are not forthcoming in an undertaking such as this is, then failure will result, no matter what the operator's previous reputation as an expert may be. The remainder of this story is easily told. We carefully examined the plant, and here is the picture. Upon an elongated plot of somewhat heavy ground there is a central avenue between the pens. On one side of this fairway are the nursery pens. Each wired enclosure contains a plot of short grass some forty by eight yards in area, and is provided with a heated brooder to receive the chicks after their sojourn of seven days near the incubator room. They are located upon this nursery section of the plant for five weeks, making six in all before they are transferred across the avenue to the finishing pens. Each finishing pen is an arena of approximately one hundred by ten yards. One or more small mobile coops or houses are placed in each section, according to the size and number of the flock unit. The average flock unit for each run numbers about one hundred and twenty birds; and these are marketed at a contract price when they are four pounds or more in weight and from thirteen to sixteen weeks old.

Our expert has what we may call an original mental diagram of his stock that will at once appeal to the farmer man when he desires to examine the possible profits which can be obtained from this higher branch of scientific agriculture. First of all, he is told what he probably knows already: that a given animal, whether it be a sheep, a pig, or a stall-fed bullock, will produce so many pounds of flesh in so many days, at such a cost, and at so much profit. The farmer man will answer with that tolerant smile that is always *en evidence* when an expert attempts to "teach him business." The next question will be this: How many

pounds of poultry flesh will this "flock animal," which is represented by one hundred and twenty rapidly-growing chickens, produce within a given time, etc.? We are forbidden to mention figures for the present, but anyone who has given the average thought which the public give to such a subject, which is none at all in this instance, will probably refuse to believe what one acre of ground is capable of yielding in the way of table chickens during six months of the year, provided, of course, the owner has knowledge, together with the necessary energy to apply it to the work in hand. We did not count the stock upon this plant, nor was enquiry made as to their numbers. We did see far more than one thousand birds of all sizes, shapes, colours and types in the chicken factory. Perfect condition and health was the one, and only one, character that appeared to be uniform in this mass of feathered life. Every bird on the land appeared to be rapidly "making good" according to his or her capacity for doing so. We are glad that we cannot adversely criticise an innovation that is so clearly for the good of our country, yet we should not hesitate to do so if this was just and possible. In any event, details are things about which no two experts can fully agree, for the simple reason that each man acquires his knowledge in a different school, upon a different line of thought. There is one matter, however, that merits special comment, and it is this: the class of stock with which the plant is populated is the worst type of bird that it is possible to conceive for the best of the market prices. It is not uniform in any direction, and no care or knowledge on the part of a poultryman could prevent one of these flocks from making a thoroughly uneven growth and, therefore, uneven profit for the man, Mr. Paynter in this instance, who is compelled to work with it. Of course, it is obvious that if ever the farmer is to be converted to law and order in so far as his poultry department is concerned, he will only learn his lesson with the "hins" that have served his ancestors for generations and during the "good old times." The fact that he can make twenty or thirty per cent. more profit from suitable stock must be practical lesson No. 2 in the curriculum. We rejoice to know that we are not alone in our rooted objection to antiquated methods of poultry-keeping that have so ruined the poultry industry of this country. It is indeed most gratifying to see our Board of Agriculture giving such practical proof of their determination to replace the old order and its advocates by new and systematic methods of hen culture.

HOW THE MILK BILL IS BEING RECEIVED.

The great dairying industry in this country is approaching a crisis in its history, and very strong opinions are being expressed on the probable effect on the milk supply of both the Tuberculosis Order of the Board of Agriculture and the Milk Bill now before the House of Commons. Among farmers and their representatives the general view is that these measures will diminish the supply of new milk and drive up the price to the consumer, and it is agreed on all sides that the new conditions of inspection, housing of the cattle and treatment of the milk will be found so onerous that a very large number will abandon the business of milk production altogether. It is a very serious question, but it has two distinct sides, as shown by the attitude of the Chambers of Agriculture towards Mr. Burns' Bill. They have long frankly acknowledged the existence of abuses in the handling of milk, and that the public supply is not what it ought to be as regards purity, while for years past the recognised leaders of British agriculture have been prepared to support any reasonable measures for its improvement. They do not regard the provisions of the present Bill as unreasonable in themselves, and it is framed to meet the Central Chambers' objections on several points. In fact, the nine amendments drawn up by the joint meeting of the Parliamentary, Dairy Products and Cattle Diseases Committees merely aim at the improvement of small details, except in one case which involves a great question of principle. It is felt very strongly that the Bill as it stands leaves far too much arbitrary power in the hands of the Local Government Board, which it can exercise without any check whatever merely by the issue of "orders" or "regulations" which will have the force of law without further reference to Parliament. Clause 15 (3), page 9, confers this power, and the Joint Committee therefore propose that the whole of it shall be struck out and the following inserted: "All orders made under this section shall be laid as soon as may be before both Houses of Parliament, and shall have effect as if enacted in this Act. Provided that, if an address is presented to His Majesty by either House of Parliament within the next subsequent twenty-one days on which that House has sat next after any such order is laid before it, praying that the order may be annulled, His Majesty in Council may annul the order, and it shall

thenceforth be void, but without prejudice to the validity of anything previously done thereunder." It is quite conceivable that a department wielding absolute power may, perhaps inadvertently, make huge mistakes, and so inflict unnecessary injury on an important industry, and agriculturists wish for some protection from such a possible contingency. They believe that they would obtain this under the amendment quoted, as their representatives in Parliament would then be able to detect and correct the too drastic provisions of any Order. Whether the Minister in charge of this Bill will consent to any such limitation of the powers of his Department is a question involving the difference between bureaucratic and Parliamentary Government. Examples of what may happen have already occurred in the North of England, where local authorities have ordered that all cow-houses should contain, say,

eight hundred cubic feet of air-space per cow. Such an Order would involve, in numberless cases, the rebuilding of premises. Few landlords would be willing, even if able, to incur the necessary outlay, and many a dairy-farmer's business would have to close down. It is an axiom that no great reforms can be carried out without injury, or at least inconvenience, to individuals or classes, and we must be prepared for serious dislocation to an important branch of farming owing to coming changes. That anyone should suffer is a matter for regret, but the difficulties to be encountered will probably be only of a temporary nature. If this suspicion of impurity in the milk supply can be removed, consumption will increase, and those producers who survive the ordeal may increase their profits by breeding cows giving larger yields, and this the dairy shorthorn-breeders will show them how to do. A. T. M.

THE CRICKET CRISIS.

IT appears to me that an attempt is being made to gull the public that all sorts of things are going to be done to brighten cricket, when in reality a great attempt is being made to bring about drastic changes in the game, which it is believed will improve the financial state of the Counties, the brighter cricket bait being for the financial fish only. If the wicket is to be covered, then the chief factor towards real cricket excitement, the wet wicket, is, in my opinion, being removed. It has been agreed for a long time among cricketers that the bat was gaining too much mastery over the ball, so much so, that for the purpose of aiding the bowler, a new ball was allowed after two hundred runs appeared on the board. The widening of the wicket or the narrowing of the bat were both seriously considered. Yet it is proposed to-day that the bowler's most dangerous weapon—the sticky wicket—be taken, lock, stock and barrel, from him, the supporters of the movement arguing that spectators will prefer to see cricket played on a succession of good wickets rather than wait for a pitch to dry. Nothing to me is so boring in cricket as watching a moderate batsman playing an orthodox innings on a plumb wicket, refusing to take the smallest risk. This would be the interesting spectacle afforded the public daily from May to September, when four days would not be sufficient to finish matches, let alone three. The covering of the wicket must encourage selfishness on the part of batsmen generally, and more drawn games than ever will be the result. We have had enough of strikes, but I should love to see a bowlers' strike if this proposal comes into force. That they are going to bowl themselves silly on these plumb wickets need not be imagined for a moment, for in racing parlance, they will be, more often than not, down the course. In regard to reducing the first-class list of Counties, the move is, in my opinion, in the right direction, so far as improving cricket is concerned. There would be less of it, and that staleness which overcame most of us in a strenuous season would be certainly less felt. I could boast for a long time of never feeling stale, but when Lancashire played all the Counties, which doubled the programme to when I first started, it was impossible to miss it. This has gone on for some years now with most of those players who are the pillars of a side, and if this staleness could be banished, some good would be done and brighter cricket would certainly result. Fewer matches must materially assist in bringing this about. Does it ever strike some of the spectators that they can become stale by watching cricket too often, and when this staleness lays hold of them they become peevish, and, like spoilt children, do not quite know what they want? Then do they cry out for more excitement, and this modern craze for swift excitement is going to be the undoing of our cricket if we are not careful. It surprises me to read of the unpunctuality and slip-shod ways of certain captains. In the twenty years I played I cannot recollect a single case of unpunctuality on the part of an opponent or player on my side except through some unforeseen circumstance; a case is quoted of a motor breaking down twice in two days, and here the public had a right to find fault. It is plain to me that the real kill sport of cricket to-day is the "googly" bowler, who compels the enterprising batsman to play a careful, watchful game. There is no such thing as knocking this type of bowler off his length, for he has no length; but he possesses a ball which trips back from the off like lightning, and it is impossible for the batsman to tell which way it is going to break. Consequently he must of necessity get back on to his wicket to give himself more time to see which way it will spin, and unless that ball pitches on the wicket he would be foolish indeed not to back up with his legs. These "googly" bowlers roll up many bad-length balls that the ordinary club batsman can hit quite as well for four as the first-class player, and the good-length ball must never be forced; thus you have your great player and your club batsman, if the latter will possess himself

in patience, practically on the same level. As G. L. Jessop rightly puts it, brilliance must make way for utility, if you are to do the best possible for your side. The batsman who plods with all types of bowling has no fear of being shown up when a "googly" man is at hand, for he reduces all bowlers to the same level. Correct foot-work, the greatest asset to all great players, is conspicuous by its absence, for the simple reason that foot-work is only possible when one knows which way a ball is going to break. In view of what has been written about Mr. Fry's leg-play, it may be of interest to state that, during a month in which I was playing against Shrewsbury's South African side, Sinclair, on noticing my change of tactics by getting back on to my wicket, remarked to me afterwards that it was the only way to play "googly" bowling, and that I was the only other player in those days that had adopted the same methods, so far as he had seen. With all due respect to that brilliant player, A. G. Steel, with whom I have played several games, I feel that even he, with all his quickness of foot—and he certainly was wonderfully quick in jumping out—would never have found it possible to hit Faulkener before the ball pitched. I am, of course, only dealing with first-class "googly" bowlers, and am not taking into consideration those who throw the ball with the turn to get the necessary finger-work on. As an example of the great player being reduced to the level of a moderate one, from the spectacular point of view, by means of the "googly" bowler, take R. H. Spooner's century at Lord's against the South Africans last season. To me, Spooner has never played an innings of 30 that has not contained a certain amount of brilliance, but this century was compiled by means of waiting for the bad ball, when facing one of the far too many "googly" bowlers on the side, and his sporting strokes had to be withheld until facing a natural bowler and one of the finest we have seen for many a long day—Pegler, to wit. I say emphatically that "googly" bowling is the curse of cricket to-day. It is a freak type of bowling, accomplished against the laws of Nature, causing a tremendous amount of strain on the muscles of the arm. It creates dulness on the part of the batsman and will continue to do so, no matter what alterations are made in the game. This is the real bogey, and until stamped out it will keep thousands away from watching a game that it is almost unfair to call cricket. I do not think F. Mitchell, the South African skipper, will take offence at my repetition of a conversation he had with me, that he had warned the South Africans in their own country that they were overdoing this "googly" bowling and that it would be their ruin unless checked. The result we all know, for when the soft wickets were in evidence, and we had plenty last season, the only length bowlers on the side who did duty were Pegler and Nourse; the former found his captain quite unable to give him any rest when it was wanted, owing to the others being so expensive on wickets when a bad-length ball should rarely be bowled, and Nourse was obliged to throw over his batting for bowling in most of the games, when batting was undoubtedly his strongest point. Mitchell found it quite impossible to set his fieldsmen for all the bad-length stuff it was his misfortune to skipper. I should like to see every "googly" bowler no-balled. The law to-day will not allow a bowler to bowl an over-hand and then a lob without giving notice of the change, so why should a bowler be allowed to bowl what by the action is a leg break and yet is intended—and often does—to spin from the off? I found myself yawning times without number during last season's Test games, but it was only when "googlies" were at work; and other old players were similarly affected. It is nonsense to say we have no cricketers to-day, while such as C. B. Fry, R. H. Spooner, Hobbs (as fine a batsman as it is possible to see) and young Hume of Middlesex can all delight the most critical, given true cricketing conditions. If the l.b.w. rule is altered as suggested by A. G. Steel,

let the public then be prepared for a surfeit of "googly" kings, princes and others, for the altered rule would help this type—more than any other—and on sticky wickets the ball would break at practically right angles and batsmen would have no chance whatever—and the best to-day are, in my opinion, quite as good as they were twenty years ago.

A certain amount of this cricket depression might possibly be laid at the door of certain committees who dominate their captains, and who fail to appreciate clever forcing tactics on the part of a professional batsman, with the result that we have to-day undoubtedly more caution displayed by batsmen than is necessary for the welfare of the side or for the public palate. Unless a professional plays for a county captained by a judge of the game, and recognised as such by his committee, nine times out of ten he finds he can easily keep his place on the side by obtaining runs without taking risks, and when the occasion demands a more natural game to be played, if his side is to win, he has to plod on for runs and a draw, much as it goes against the grain, to enable him to make sure of his annual income. In regard to four amateurs being necessary on every side, I maintain that professionals are every bit as enterprising when playing for captains and committees who know how to spell the word "cricket." Take the elevens of Kent, Yorkshire and Lancashire, for instance, whose professionals for the last twenty years have year after year, played "jolly," for the simple reason that they have had confidence in their selectors. It is most important that committees should be made up of cricketers mostly, and that their words should carry more weight than those of the county magnate with a fat purse, who must on no account be offended when the club is in a precarious condition, and who can easily be the innocent cause of the side being slowly ruined should he imagine himself fully capable of selecting the side, as at times he does. A little knowledge is a dangerous thing, and a very dangerous thing when applied to cricket.

Committees ought to encourage enterprising batsmen rather than disparage the same, which has been the fashion to a certain extent whenever this type of player failed, and which has the effect of

reducing him to the slow-and-sure style which is the cause of most of the discontent to-day. Once kill aggressiveness on the part of a batsman and it will seldom come back. It is easy to lose one's hitting for cautious play, but terribly difficult to banish caution for enterprise. The making of the championship and the publication of the averages weekly have all worked towards one end, and that is more caution on the part of batsmen generally.

A. C. MACLAREN.

JOY.

In the sunlight where I stood
Joy leapt into my blood.
My eyes were opened, I could see—
Such glory was upon me then—
The hidden god of happiness—he
Who moves invisible to men !

Joy—joy—joy—
It is slipping through my fingers !
Soft as flame it wraps me round
Like air, like light, like wind, like sound
Or like perfume which still lingers
In Queens' chambers, underground—
What shall I do with so much joy ?
The god has filled me to the brim !
I drink—I drink a sweet which may not cloy,
And all my senses reel with him !
Yet pity me who can no longer weep—
Since how shall Life, Life heavy-eyed forgive
One who must ever keep
A heart which has forgotten how to grieve ?

MARGARET SACKVILLE.

THE SALISBURY HUNT.

COLONIAL packs are necessarily small in numbers. On their opening day the Salisbury Hunt took nine couples into the field, but then probably each one was efficient. A well-known Artillery officer, who always kept a small private pack, said once to the writer that he only kept workers, and that even if he took but six couples into the field he had always hounds he could trust. The Salisbury Hunt is fortunate in its pack, for they are made up of drafts from the Cottesmore and North Cotswold—the last named descended from that famous pack of hard-driving hounds formed by Mr. Charles McNeill. The Cottesmore have always been a working pack. I gather from the picture that they are a smart pack, and the dark-tanned hound standing apart on

the left looks like a hard worker and a keen foxhound. The field, too, is numerous, showing that the Hunt has good supporters, for the sinews of war are as necessary abroad as at home. The country, with its wide open stretches of plain, looks like good galloping ground. I gather, too, from the account of the opening day that it is a good hunting country and that the jacks are stout and bold. Forty-five minutes without a check, with a kill at the end, such as the Salisbury hunt enjoyed, is sport to be remembered anywhere. The jackal is a stout heart and takes a lot of killing. I wonder if

these hounds broke him up. The pack known best to the writer was taught to do this, though I have heard it said, but incorrectly, that foxhounds will not break up a jackal. I do not know how long the Salisbury season lasts, but the day of which I have written, which is described as the opening day, was Saturday, December 21st, 1912. To intending Colonists the thought of sometimes hearing the melody

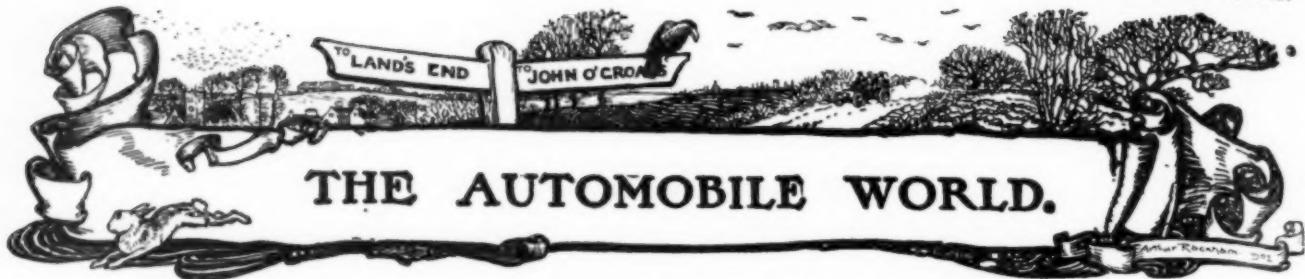
of the pack is an attraction, and if the sport was far less excellent than it is, many of us would gladly go out if only to hear hounds once more speak on a scent. The Master is Mr. Wise, the huntsman Mr. Drakes, with Messrs. Kelly, Jelland and Dale as whippers-in, and they certainly must have done their kennel work well. To them we shall wish luck and freedom from fever, ticks, dysentery and the other ills hound flesh is heir to ; and if they will

accept a counsel from an old whipper-in and huntsman, I would say never go out without a bottle of ipecacuanha powder, a teaspoonful to be administered promptly on the sight of the last-mentioned complaint. With that and first-rate food, fresh and judiciously given, and absolute cleanliness in the kennel (we always kept some fresh sifted earth in a basket in the kennel), hounds will last even in an unfavourable climate for two or three seasons. In hunting jackal foxhounds improve, if you can only keep them fit for two or three seasons.

X.



MOVING OFF TO DRAW.



MOTORING IN THE PYRENEES.—II.

PLANNING a tour in mountainous regions is never quite so simple as route-marking on the plains, for high barriers are not conducive to the creation of innumerable by-roads and short cuts from point to point. All the same, the Pyrenees do not present any serious difficulty to anyone who will take the trouble to study their bearings from end to end. There are two classes of tourists, however, between whom we must distinguish before venturing to offer suggestions as to routes. The one class may be visiting the Pyrenees primarily for reasons of health, for there are something like two hundred and fifty springs between east and west, and the thermal resorts are many and various in consequence; the other class comes for touring pure and simple.

If a car-owner is undergoing a "cure," he will probably make Bagnères-de-Luchon, Cauterets, or Ax-les-Thermes his centre, and do whatever motoring may be convenient without proceeding very far from his base. From Luchon he will, of course, run out to the Vallée du Lys, an excursion which should be taken in the afternoon, as there is no sun in the valley earlier in the day. If the car is a good climber, it should certainly be headed also for the Hospice de France; but the pull is a stiff one of 6 kilomètres from the junction with the Vallée du Lys road, and has a good deal of 17 per cent. gradient. There is no gainsaying, however, the charm of the scenery when the summit is attained, while the available excursions on horseback or afoot are many and highly interesting.

From Luchon there is also a very pleasant run to St. Béat, all along the flat, but with striking views, while the opportunity may also be taken of continuing the journey over the frontier into Spain. In this region, at all events, the Spanish roads are excellent, and a trip to Viella will prove thoroughly enjoyable. The distance there and back from Luchon is one of 111 kilomètres.

Visitors to Cauterets, of course, find themselves on a *cul-de-sac* road, but have several very interesting excursions within reach so long as they do not mind retracing their wheel-tracks up and down their own valley. Gavarnie, for example, is only 40½ kilomètres

away. A descent of 21 kilomètres has first to be made to Luz, and from there the road leads in 19½ kilomètres to Gavarnie village, rising 2,182ft. meanwhile. The surface is very good throughout, and it need hardly be said that the Cirque de Gavarnie is one of the chief show places of the Pyrenees. Argelès and Lourdes are also within easy reach of Cauterets, the former being a particularly pleasant place for a stay, and, in my opinion, superior to Cauterets. If the season be not too early or too advanced, the Col du Tourmalet will be free from snow, and may be included in a round trip from Argelès to Luz, over the Col to St. Marie de Campan, thence to Bagnères de Bigorre and back to Argelès through Lourdes, a distance of about 100 kilomètres.

Ax-les-Thermes is an excellent centre for touring by car, and the available excursions are varied and numerous. A run to Quillan may be recommended, by way of the Col de Casteilla, the Col de la Mare, the Col des Frères and the Col de Portel, the descent of the last named into Quillan being especially fine. From there a splendid road trip may be taken to Axat and over the Col de Casteilla to Mont Louis, on to the Spanish frontier at Bourg - Madame, and back to Ax-les-Thermes over the Col de Puymorens. These two passes, however, are of 5,652ft. and 6,292ft. altitude respectively, and must not be attempted in winter or spring. West of Ax-les-Thermes there is a short run to Luzenac, worth taking for the sake of seeing the ruined Château de Lordat, which stands picturesquely on a hilltop.

The run from Quillan to Axat, it may be mentioned, passes through the most famous of the many fine gorges of the Pyrenees, namely, that of Pierre-Lys. The road was cut with infinite labour, owing to the heroic efforts and encouragement of a humble curé, Félix Armand, and a tunnel through a great rocky barrier is still known as the Trou du

Curé, while a monument to Armand's memory has been erected in Ax-les-Thermes. Napoleon was so impressed with the curé's energy as to remark: "A pity the man should be a priest. I would have made him a general of my army." The continuation of Armand's road from the gorge to Mont-Louis was only completed in 1887, over a hundred years after the curé's great achievement.



THE ROAD FROM AX-LES-THERMES TO THE COL DE PUYMORENS.

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The original of this letter is open for inspection to anyone interested. Ref. No. 162.

The following is an extract from a letter from an owner of a Rolls-Royce to a friend who has a Rolls-Royce on order. We are able to reproduce this by kind permission of the recipient of the letter:—

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Turning now to a consideration of the course to be followed by the summer tourist who journeys southwards with the specific object of exploring the Pyrenees in comprehensive fashion, I may say that the only difficulty is to know what to leave out. The side issues are so numerous, and not every man cares for the same thing as his fellows. As it is in the east, however, that the choice is most varied, I should be inclined to recommend that the motorist should start from the west and work up to the Hautes Pyrenees in the centre, which are the most picturesque; after having done the highest passes, he could then decide, according to the time at his disposal, how much of the country he would care to cover between Mont Louis and the Mediterranean.

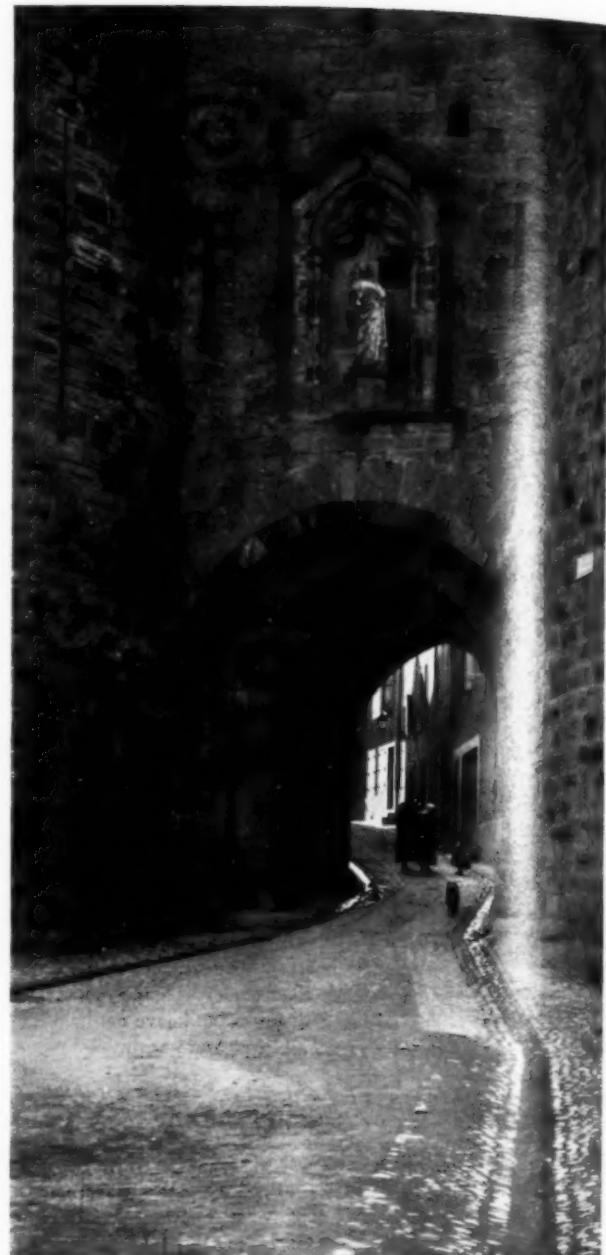
From Paris to Biarritz is a distance of 796 kilomètres; but if a sea journey be preferred to Bordeaux, there will remain 241 kilomètres only to be covered by car. From Biarritz, unless it is desired to visit St. Jean de Luz, the road to Cambo—where M. Rostand, of "Cyrano de Bergerac" fame, resides—should be taken, and on to St. Jean-Pied-de-Port, where the classic run up to the Col de Roncevaux may be enjoyed. A cross-country route should then be taken through the pleasantly undulating Basque district, to Mauléon and Oloron Ste. Marie.

On no account should the motorist then fail to turn southwards here and ascend the Col du Somport (5,381ft.), descend to Jaca in Spain, and return to the French side by way of the Col du Pourtalet (5,768ft.). This is undoubtedly the finest road trip in the Pyrenees, but one that is taken by very few tourists because they know nothing about it. The scenery, nevertheless, is peculiarly grand, and the going is excellent, save on the approaches to each pass on the French side, where railway operations are in progress; higher up, and on the Spanish side throughout, the surfaces are the best in the Pyrenees. There is no difficulty to be experienced at the Spanish Customs, if the driver is provided with a triptyque; and while these two passes have more of the Alpine character, as regards the engineering of the road, than any other in the whole range, they have distinct qualities of originality where the scenery is concerned. In a well-known guide-book, none the less, they are dismissed as "bridle-paths"!

Incidentally a small diversion on the return journey should certainly be made. At a distance of 18 kilomètres below the summit of the Pourtalet Pass, on the Spanish side, there is a bye-road of fine quality which leads, in 14 kilomètres, to the Bains de Panticosa, a health resort which is probably the coolest place in the Pyrenees, and much esteemed accordingly by the Spanish aristocracy who come up from the plains in the height of summer. The environment of rocky scenery is particularly fine.

The descent of the Col du Pourtalet brings one to Eaux-Bonnes, and from there the westward journey may be resumed by way of the Col d'Aubisque and the Col de Soulor to Arras and Argelès. The former pass is steep, but quite practicable, and offers great variety of views, including the striking outlines of the Pic du Midi d'Ossau. It now remains to ascend to Luz and Gavarnie, and, after returning to Luz, to cross the magnificent Col du Tourmalet, the highest Pyrenean through route. From Ste. Marie de Campan the road to Luchon should be taken, over the Col d'Aspin and the Col de Peyresourde; the views from the former pass are among the finest in the whole range, and the run is exceedingly enjoyable.

Three little-known passes—the Col des Ares, the Col de Buret and the Col de Portet—should now be traversed, after reaching St. Béat from Luchon, and they lead to Castillon and St. Gérons. From here the famous grotto of Mas d'Azil may be visited if one is returning directly home through Toulouse; but it is better avoided, as there is a great deal yet to be seen of surpassing interest. The road over the Col de Portet should, therefore, be followed to Tarascon, Luzenac and Ax-les-Thermes. The chief thing missed by not

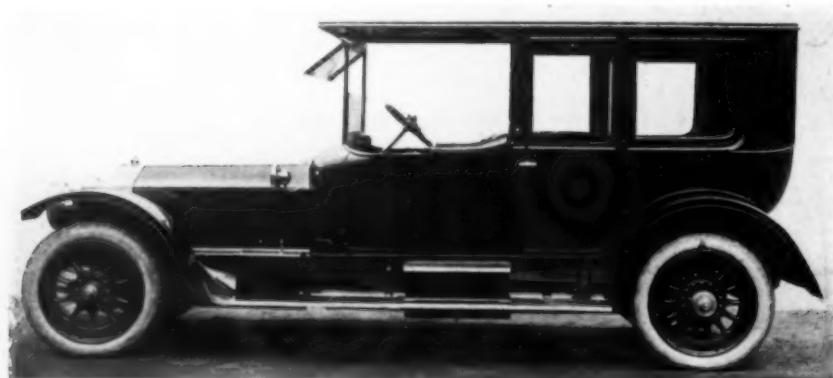


AN OLD GATEWAY AT CARCASSONE.

taking a more northerly route is the Castle of Foix, which is picturesque and historically interesting alike; but it is impossible to cover everything without detours. The glorious round trip over the Col de Puymorens and the Col de Casteillou, already referred to, is now inevitable; the only way of saving duplication is to avoid the section over the Col de Marmare, etc., and at Quillan run up and down the Col du Portet for the sake of the entrancing view.

While at Mont Louis an eastward excursion should certainly be made to Vernet-les-Bains, a very pleasant and rising resort, and, if desired, the journey may be continued right up to Perpignan, returning westward on the north to Axat; but here again the difficulty would present itself of either missing or doubling the Col de Casteillou. If this northern road be chosen, the opportunity should be taken of visiting the Gorge de Galamus.

If time be no object, the little republic of Andorra, the smallest in the world, may profitably be explored by a side excursion from the Col de Puymorens, with the option of driving to the highest point in the Pyrenees which can be reached by road—namely, the Col de Fray-Miguel (8,022ft.). Otherwise, however, the homeward journey may be entered upon at Axat or Quillan for Toulouse, but it should by all means be made to include a diversion to Carcassonne, the great show place of the South of France, and unquestionably the finest example of a walled city in the world. CHARLES L. WESTON.

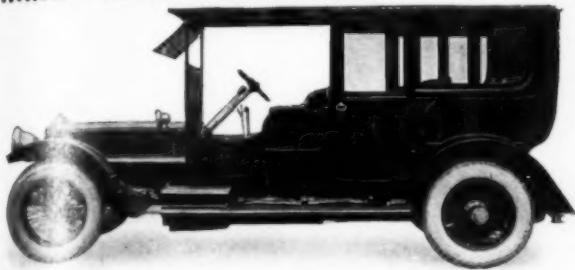


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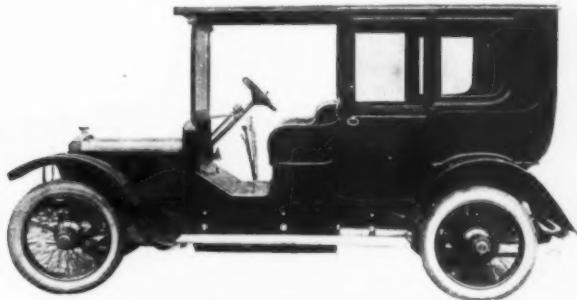
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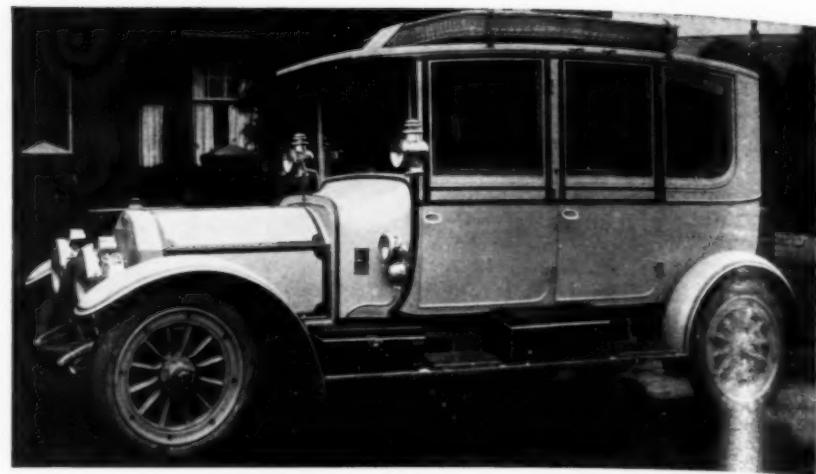
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THE CHOICE OF A CLOSED CAR.

WHICH is the best type of closed body is a question often asked by motorists who have found out by experience the shortcomings of the ordinary open car fitted with hood and screen, or, more probably, have had these pointed out with some emphasis by the ladies who use the car. By "closed" body is meant, of course, either the coupé, cabriolet, limousine, landaulet or their variations. There is no doubt that these closed bodies are rapidly increasing in favour not only for town work, but also for general country use and for touring. The open "touring" body is far from satisfactory for general use; in fact, the very name is inappropriate, for touring necessitates luggage, and the luggage-carrying capacity of the torpedo phaeton is very limited. The miserable little grid at the back is a very poor place for it. Weight added at this point, moreover, tends greatly to produce skidding; luggage carried there requires treating with a vacuum-cleaner before it can be brought into a house, and it is by no means unheard of for boxes to be cut off and stolen while the car is moving. With regard to the hood, anyone who has had to wrestle with the straps, screws and buttons of a hood and side curtains when a rainstorm comes on suddenly will never believe that it is a satisfactory part of a car's outfit. That it is not really weather-proof, does not wear well and is somewhat expensive in first cost are all fairly obvious facts, and it can therefore be regarded only as a temporary makeshift in the evolution of motor-car bodies.

The first thoughts of anyone who contemplates changing from an open to a "closable" car generally turn to a cabriolet. The fact that it can be used completely open when required appeals to him; it is more like the body to which he has become accustomed, and it does not seem like making such a sudden jump compared with the other types. If he is impetuous and acts on the impulse of the moment, this will probably be his choice for his second car. On the other hand, if he is more cautious and considers the cabriolet design further before deciding, one or two flies will appear in the



SALOON BODY BY HILL AND BOLL.

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ointment. In the first place, this type is, or should be, the most expensive. A cheap cabriolet is an abomination. After a few months' wear it will rattle and shake like a common taxicab. The numerous folding joints in the woodwork of a cabriolet necessitate the finest workmanship to be at all satisfactory. In regard to appearance, it does not seem as if it could look anything but clumsy, either when open or shut. When the hood is up, it is, of course, weather-proof; but if open the back seats are just as draughty as those of a touring car; either is there any more luggage-carrying capacity. One of the largest "flies," however, is the darkness of the interior when closed. The cabriolet is, in fact, a compromise, and like most compromises it includes a good many of the faults of both types from which it is descended.

In one way the cabriolet scores a point over its rivals. Fashion, which weighs so heavily with many people, seems to have decreed that an owner may drive his own cabriolet, but that a chauffeur in uniform is necessary for the others. Why this should be so is not altogether

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understood, but who can understand all the dictates of this arbitrary ruler? Of the three main types, the limousine is undoubtedly the most pleasing in appearance, and at the same time it is also eminently practical for its purpose—that is, a town vehicle. Some of the modern limousine bodies are real works of art, and no other type offers such scope for the coach-builder to display his good taste in design. It is quite a relief to the eye to see motor-carriages built on artistic lines after most of the specimens turned out in the early days of the industry. The combination of semi-circular radiator, sloping bonnet, scuttle dash, domed roof and wings and curved back panels gives a very attractive and workmanlike



THE MONACO MOTOR-BOAT MEETING.
Mr. Gamble's Dyack running trials.

appearance to the limousine if well carried out, and, in addition, the large windows all round lend a look of lightness and elegance, and add considerably to comfort. Owing to the absence of joints in the framework and of any folding hoods, limousines wear and last well, and are not heavy. Though the fixed top is generally considered to be a drawback in fine weather, it is largely discounted by the large windows, including one at the rear, which can all be let down, so that it is really not so much inferior in this respect to an open car as might be supposed.

Probably the most popular type of body for general town and country work is the landaulet. At any rate, judging from recent visits to coach-builders' works, more of this type are being built than all the others put together. In the latest and improved designs there is little to choose in appearance between a limousine and a landaulet, the iron arm supporting the hood being concealed, and large windows being inserted at the sides, making a very different-looking vehicle from the ordinary taxicab design, with its ugly, strained lines and gloomy interior. The fixed front part of the roof is certainly a great convenience for carrying luggage or spare tires. The total height of these bodies has been considerably reduced by dropping the frames and by the use of underslung springs. Not only does this greatly improve the appearance by taking away the idea of top-heaviness, but the car travels more comfortably on account of the centre of gravity being lower, while an easier entrance is secured. The latter is an important point for ladies and elderly people. Although a landaulet body is necessarily somewhat heavier than a touring body, there is not so much difference as might be supposed when it is made by a high-class firm of builders. From the above remarks it

TOURING TALKS. No. 1.

To the tourist of to-day roads seem prosaic affairs enough, leading as they do merely from town to town: nevertheless, they represent the foundation of civilization, as no society could exist without means of inter-communication, either of ideas or of persons. The development of a road system cannot be traced right back to its earliest beginnings, since they are far older than the oldest history. But one can epitomize the last few hundred years of road travel in a few sentences. Commencing with the pack or saddle horse, next came the stage wagon, superseded in its turn by the post carriage and the mail coach. A hundred years ago the last was at its nadir, albeit a brief one, for the railway train with its smoke and rattle soon eclipsed the glories of the mail. Save for country carts and solid-tyred bicycles the roads knew little traffic for half a century. Then, in 1888 commenced the

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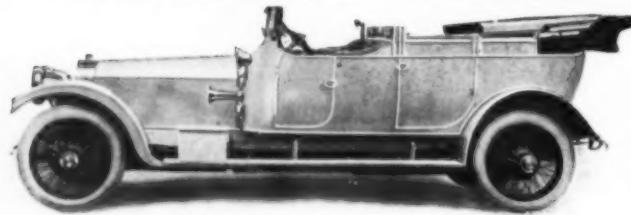
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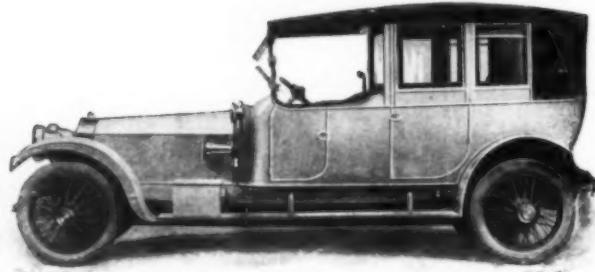


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may be gathered that, even for touring purposes, a landau body which is not too big for the chassis, and which is built on up-to-date lines by a good firm, has many points in its favour.

F. H. H.

MOTOR-BOATS AND AEROPLANES AT MONACO.

AT the present moment Monaco is the centre of interest in the motor-boat and flying worlds, and rarely has a larger gathering of enthusiastic supporters of these two sports been seen than has been attracted by the meetings organised this year by the enterprising International Sporting Club. The motor-boat entries in the larger classes are more numerous than ever, while no fewer than twenty-six hydro-aeroplanes are down to compete in the contests which are to take place on April 12th and 14th. Commencing with the larger and faster boats, the hydroplanes and racers, one notes with great regret the absence of the Duke of Westminster's veteran, Ursula. The most consistent winner ever sent to Monaco, her absence is a great blow to the British contingent, and so far as one may judge from the French and Italian competitors, she would have once again been able to hold her own in the long races. None of the other boats are in any sense built up to the limits of the big class, being for the most part about thirty-five feet long and fitted with either one or, in some cases, two motors of about 150 h.p. each. The most interesting boat from the English point of view is the hydroplane Sunbeam, a Tellier design, that reminds one of a Saunders-Faibus with only one step. As her name implies, she is fitted with Sunbeam motors, two eight-cylinder "V" engines of 150 h.p. each being installed. It is said that she can do fifty miles per hour in still water, but for the long races of the Monaco Meeting propellers that keep her engines somewhat below their full capabilities are employed. The remaining French and Italian hydroplanes are of very similar type, and of the so-called displacement racers it can only be said that they are simply stepless hydroplanes with a hard chine and hollow sections, becoming progressively flatter aft. The Santos-Despujols and the Fiat boat, Le Quatre, seem the most dangerous rivals to Sunbeam. The only other English boat in the big cruiser classes is Mr. Whitechurch's Onward II., designed and designed by Thorneycroft, and admittedly not an extreme racing type.

The 21ft. class of the British Motor Boat Club unquestionably provides the chief interest of the meeting, and is responsible for no fewer than twelve English boats. Austin, Brooke, Sunbeam, Vauxhall and Wolseley engines are represented, and the racing promises to be extremely close and exciting. Of expected foreign competitors two Gregoire boats, apparently falling far short of expectations, are absentees, but Apache II., a de Coninck hull with one of the well-known "Picker" racing engines, is regarded as a very serious competitor. The British Motor Boat Club have presented a very handsome one-hundred-guinea trophy to be won outright by the class at Monaco.

The number and variety of the hydro-aeroplanes actually present at the meeting indicate very clearly the importance which is now attached to the flying-machine which can rise from or alight on the water. That this type of aircraft is still in its infancy, however, is clearly indicated by the large number of mishaps which occurred as soon as the machines were put to practical tests. The entries included a Maurice Farman biplane, two Bréguets, three Deperdussins, a Henry Farman, a Borel, a Morane-Saulnier and two Nieuports. Before the actual competitions take place the competing machines have to undergo certain practical tests.

The motor-boat meeting, after a day's postponement, opened on Sunday last in perfect weather. The first scratch race for the 21ft. class produced twelve starters, all, with one exception, British. Mr. E. Martin's Fuji-Yama III. proved the winner after a good race, Dr. Smart's Angela II. being only a little over a minute behind. The Prix de la Côte d'Azur for the 8-metre to 12-metre cruiser class was won by Minnehaha II. A handicap for the 21ft. class on Monday resulted in the position of the two leading boats on the previous day being reversed, Dr. Smart's Wolseley-engined Angela II. beating Fuji-Yama for first place by 2min. 30sec., or over a minute more than the time-allowance she received from the winner of the opening race. The distance was fifty kilomètres. The afternoon event was the Prix de Monaco, a scratch race confined to hydroplanes. The victory went to Le Quatre, a Despujols hull with a Fiat motor, which covered the fifty kilomètres in just under fifty-four minutes.

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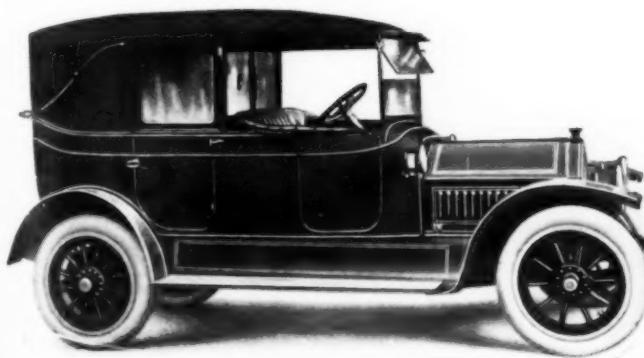
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A WOLSELEY AT TALODI, SOUTHERN KORDOFAN.

private consumers are beginning to consider, albeit somewhat reluctantly, the possibility of using cheaper grades of fuel than that to which they have been accustomed. We confess to having shared the general prejudice against the heavier varieties of petrol; but a recent experience has convinced us that there is far less difference than we had supposed between the first and second qualities now retailed. In the course of a recent run of some length we filled our tank with the "No. 2" spirit of one of the big firms, and found to our surprise that there was no appreciable difference in the behaviour of the car compared with its running when using the first-grade petrol of the same brand which is retailed at twopence a gallon more.

A USEFUL TIP.

A writer in the *Auto*, dealing with the making of oil-tight joints in crank-cases and under cylinder flanges, gives a hint that

many of our motoring readers may find very useful. When an engine is taken to pieces, the ordinary paper washers are often torn, and new washers are not always easy to cut out without assistance. It is not generally known that ordinary yellow soap will make a satisfactory joint which in time will prove perfectly oil-tight. Before assembling the parts the soap should be rubbed over the sharp edge of the flange and the face of the joint smeared with it so that it is evenly coated all over. When tightening up the joint the four corner nuts should first be screwed up and then those in the centre, so as to draw the two halves of the casting together evenly. Any soap squeezed out of the joint when bolted up can easily be removed. It is important that both surfaces of the joint should be perfectly clean and dry before the soap is applied.

A WOLSELEY IN KORDOFAN.

After a long period of hard service under the rough conditions, the old Wolseley shown in the accompanying photograph is still doing useful daily work in Southern Kordofan. This car was supplied to the Roads Section of the Public Works Department of the Soudan Government some eight or nine years ago and was fitted with special wheels to enable it to be driven over loose sand owing to the absence of anything in the way of real roads. The photograph shows the car outside the Governor's office at Talodi, with the Governor, Captain R. S. Wilson, in the rear seat.

AN EMERGENCY TIRE GRIP.

Most motorists at one time or another have had the unpleasant experience of finding themselves on soft ground, on which their rear wheels have been unable to obtain any grip. The course usually pursued in such circumstances is to obtain assistance and either push or pull the car on to firmer ground, where the driving wheels can obtain the necessary bite to propel the car by its own power. In



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INVINCIBLE
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Souvenir Album of views illustrating the Hour Record run sent on request.

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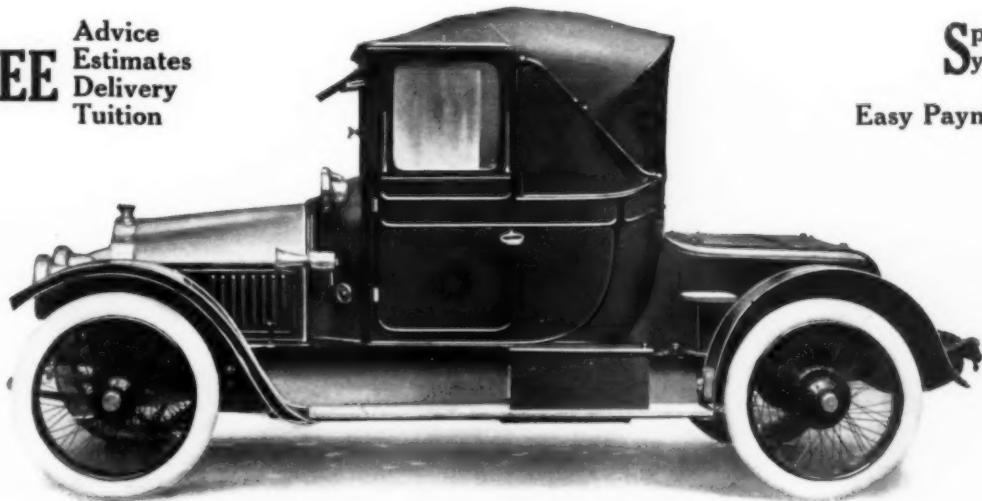
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14 h.p. Minerva	"	"	OLD CAR
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cars of the 1913 models range

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by way of the

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25 h.p. 4-cyl.

26 h.p. 8-cyl.

to the 50 h.p. 8-cyl.

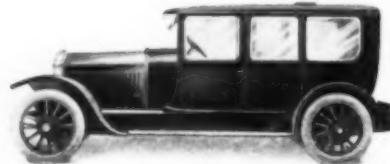
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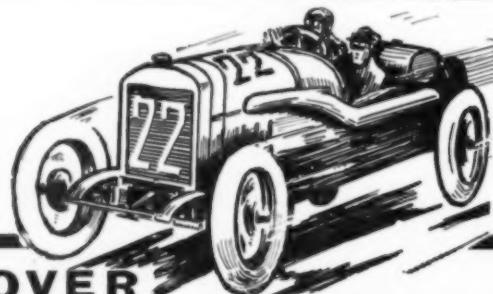


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OVER

108 M.P.H!

At Brooklands recently the world-beating

Peugeot

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RECORDS:

STANDARD CLASS 40 H.P., and C.C. CLASS 7,784 LITRES.

M.P.H.

½ Mile, Flying Start in 16.58 sec. - Speed = 108.56

Kilometre, Flying Start in 20.79 sec. - Speed = 107.80

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10 Laps, Standing Start in 15 min. 40.75 sec. Speed = 105.8

MODELS:

6 h.p. Baby 4-cylinder.

12 h.p. Lion 4-cylinder.

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Telephone - - 871 Kensington.

C.D.C.

the absence of the necessary assistance a very usual course to pursue is to bind the rear tires with rope or chains, which will often prove effective in rescuing a car from an awkward situation. Rope, however, is not always available, and in any case is merely a make-shift. A more trustworthy aid in such circumstances will be found in the "Kena" emergency grips, a specimen of which has been submitted for our inspection. This device consists of a stout spiral spring shaped to fit the tire and fitted with leather straps to facilitate the attachment to the wheel. These grips are sold at a reasonable price in sets to fit any tire, and we have little doubt that they would prove effective in helping a car to travel over the softest or most slippery ground.

ITEMS.

For the second year in succession the Gothenburg Cup in the Stockholm—Gothenburg winter touring race has been awarded to an N.A.G. car.

Messrs. Clement-Talbot inform us that two 1913 model Talbots were placed first and second in the annual reliability trial from Sydney to Melbourne, organised by the Australian Automobile



A 12 H.P. ROVER AT BURNHAM BEECHES.

Club. The winning car also secured maximum marks for reliability, hill-climbing and petrol consumption.

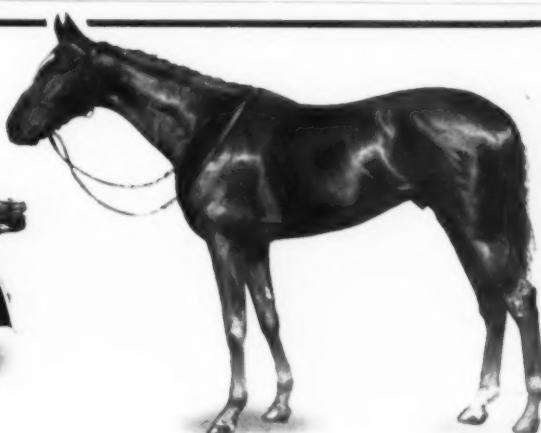
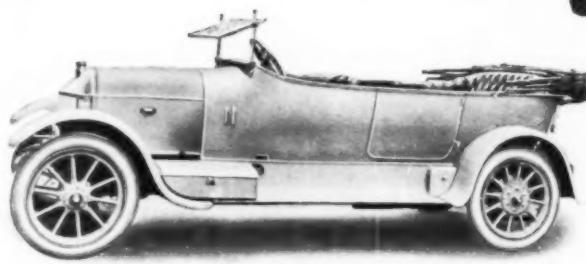
Recent purchasers of the products of the Humber Company include the Earl of Ilchester, who has taken delivery of a 20 h.p. Humber touring car, and Lord Methuen, who has acquired a Beeston Humber bicycle. The firm has been very successful of late in competitions, Humber motor-bicycles in particular having carried off a large number of prizes in events held in various parts of the country at Easter.

The Napier firm have been such consistent supporters of official trials as distinct from the unofficial variety that it is interesting to learn that Napier cars have been awarded no fewer than twenty-three R.A.C. certificates, which is more than three times as many as have been awarded to any other make of car.

We have received a copy of the latest De Dion-Bouton publication, a twelve-page leaflet, describing the popular 12 h.p. De Dion model. Copies of the leaflet can be obtained on application to the firm.

On April 3rd, at Brooklands, Mr. L. Hill, on a 3½ h.p. Rudge Multi, covered the flying kilomètre in 41 3-5sec., equivalent to a speed of 53.77 miles an hour, and the mile in 66 2-5sec. equal to a speed of 54.22 miles an hour. He thus beat the previous records in classes C and D for motor-cycles with side-cars.

TWO THOROUGHBREDS



There is no mistaking a thoroughbred horse, either at rest or in motion. And there is likewise no mistaking the thoroughbred quality of the Metallurgique. Beautiful in appearance, wonderfully fast, with unlimited staying power, tractable, docile, and always ready are qualities to which the

METALLURGIQUE

adds an unsurpassed acceleration, an insatiable appetite for hill-climbing and a unique degree of sweetness.

We desire to give you an opportunity to prove for yourself the truth of these statements.

MODELS:

10-12 h.p., 15-20 h.p., 20-30 h.p., 26-50 h.p., 38-80 h.p., and 20-40 h.p., 26-60 h.p., 38-90 h.p. LIGHT TOURING MODELS.

OWING TO THE GREAT DEMAND FOR ALL MODELS, ORDERS MUST BE PLACED AT ONCE TO ENSURE EARLY DELIVERY.

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The injury to the Speaker's wrist again demonstrates the danger of starting up a car in the old way.

But because "backfires" are extremely dangerous is not the only reason why you should get an Oakland car, which is fitted with the reliable Delco system of self-starting. Think of the convenience of starting up from the seat, and the various economies effected thereby. The new way is the better way.

The Delco system, as installed in the Oakland, performs the triple function of self-starting, self-igniting, self-lighting. It is the most reliable system known, a fact easily verifiable. Let us send you our catalogue and arrange a trial run on the

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"THE CAR WITH A CONSCIENCE"

26 h.p. 4 cyl. 5 seater, complete . . . £400

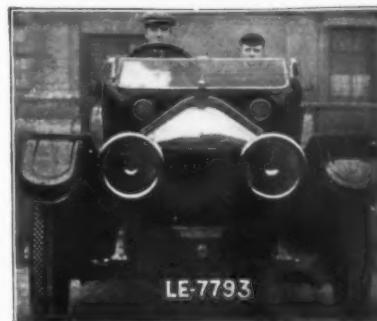
40 h.p. 6 cyl. chassis . . . £495

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Front view of Oakland car, showing starting handle removed.

STANDARD STANDARD

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The All-British Standard 9.5.
A perfect miniature two-seated car, complete with hood, screen, etc., £185.

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CROSSLEYS SHOULD BE ORDERED NOW

With Spring and the brighter days comes the demand for the

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The demand can only be met in accordance with our strict regulations regarding high-class workmanship and accurate assembly of each individual chassis.

It is clear therefore that the earlier the order the quicker will the chassis be delivered—and the sooner will Crossley thoroughness be at your service. Make arrangements now for a demonstration ride.

15 h.p.	20-25 h.p.	£350
Chassis with tyres.		£475

Our latest Catalogue is free to you on request.

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C.D.C.

On April 4th a well-known Dublin motor-cyclist, mounted on a 3½ h.p. Rudge, beat the previous record for the Irish "End-to-End" run by over two hours.

We have received from Minerva Motors, Limited, their latest catalogue of the 1913 pattern Knight-Minerva cars. The 14 h.p., 18 h.p., 26 h.p. and 38 h.p. models are described and illustrated in detail, and a useful large-scale lubrication chart is included in what is a compilation of very great merit.

The annual report of the Roads Improvement Association has just been issued, and can be obtained on application to the secretary, 15, Dartmouth Street, Westminster. The association has done a vast amount of useful work during the past year, and motorists will find much to interest them in the report, which deals *inter alia* with the great West Road Scheme, the Croydon relief scheme, the dust problem and the proposed revival of some of the grass-grown Roman roads.

It is stated that the Society of Motor Manufacturers and Traders has decided to oppose the proposed race for motor cars in the Isle of Man next autumn, and that pressure will be put upon its members to prevent them entering cars for the event.

The 1913 edition of the English Michelin Guide will shortly be published, and will be obtainable in exchange for a remittance of 1s. 3d.

For the convenience of anyone visiting the motor-rat and flying meetings at Monaco attention may be called to the advantages of the 11 a.m. service from Victoria (South-Eastern and Chatham Railway). Luggage can be registered direct through to Monaco, where the Customs examination takes place, and there is a choice of three ways of proceeding from Calais onwards. First, the Calais Mediterranean express; secondly, the 9 p.m. train from the Paris P.L.M. Station, after proceeding to Paris by the Nord Line; or, thirdly, one may spend a night in Paris and proceed by the 9 a.m. train known as the Côte d'Azur Rapide.

AN ENGLISHMAN IN THE GOLDEN STATE.

THE Englishman's impressions are not golden, though he tells us that the book describes one of the happiest years he ever spent. Frankly, we are surprised to hear it. A perusal of the 340 pages of *California: An Englishman's Impressions of the Golden State*, by Arthur T. Johnson (Stanley Paul), would certainly induce anyone who contemplated a visit to the Golden State to turn with a sigh to some less remote holiday resort. Mr. Johnson, who is a fisherman, likes Catalina, and says so. He writes an appreciative chapter on Santa Barbara, though even here the sting, for which we are accustomed to look, is found lurking in the skin of a mangy, and hence "genu-wine," man-eating tiger which the proprietor of the store had thoughtfully provided in anticipation of the advent of some non-successful sportsman from the East. All that Mr. Johnson says is true. We sympathise with him in his denunciations of the creature who invited him to view some fine natural landscape through bits of coloured glass; in his lament over the destruction of the noble red woods; in his scorn of the vandalism which allows them to be destroyed and tickets the lonely survivors with the names of prominent men; in his hatred of the "my-country-tis-of-thee" patriot who attaches his card to their stems and with a resounding cat call retires well pleased with himself. Mr. Johnson, in the parlance of the day, was "out for blood," and he misses no opportunity. At the same time his book would have made pleasanter reading had he devoted more of it to the enjoyable incidents which he must have experienced. From La Puebla de Nuestra Señora la Reina de Los Angeles (The City of Our Lady the Queen of the Angels), to give Los Angeles its full name, he travelled by road "guided rather by a vagrant taste for idling and roadside observation than by any desire to tilt against the windmills of great national problems." He picks out the many peculiarities of the Westerner which strike any Englishman. He deplores the entire absence of home life, and draws a singularly unpleasing picture of Californian children, whose disagreeable qualities are, he admits, the defects of the self-reliance and resourcefulness which is the best part of the American character. He does not say one word too much in his criticism of many of the American newspapers. There is much to offend in some of our own, but they are models of good taste and clean reading to those found in the States. He pays a sincere and well-deserved tribute to the missionary fathers, the ruins of whose old mission stations are now the trump cards in the hands of people who cater for the Californian tourist. "Nothing is too sacred to be handled about by people whose sense of proportion is limited and whose sense of art is nil." He regards California as overrated from the point of view of the fruit-grower or agriculturist, though the Dalmatians of the Pajaro Valley have, during the last twenty-five years, converted twelve thousand acres of valueless country into one great orchard. The "native son," where industry and perseverance are requisite, is being ousted by the foreigner. Santa Maria, the Salinas Valley, Santa Clara, Monterey and San Francisco are all described. Sport has a chapter to itself. "The 'native son,' in common with his brethren of other States, hates the very theory of game preservation. . . . Why? Because it does not suggest a state of democracy to his mind; and second, because he knows nothing whatever about it. Yet let that same man get on in life, let his dollars increase and multiply, and he will be among the first to pay an enormous rent for a Scottish grouse-moor or deer-forest, which his own devastated land has failed to supply." The most attractive personal note in the book, who enlists the sympathies of the reader at the start, and of whom he would fain hear more, is the one-legged wanderer from Los Angeles. With him the author deals faithfully and well. The book is freshly and amusingly written, and though it will not increase the Californian's love for the despised English, it will indicate many points in which he would do well to set his house in order.

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IS CHEAPER THAN OAK.



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are attached and removed in a few minutes; always effective; cost much less than chain grips; fit any tire. Specially constructed to "give" to the resiliency of the tire. Sold in sets of 10.

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Price One Guinea and upwards, at all leading watchmakers

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WITH WOVEN UNFRAYABLE EDGES.

The best leg gear for
Golfing, Shooting, Climbing,
Walking, Cycling, Motoring, etc.

Made in various qualities
and colours. Shade cards
on application.

For Gent's and
Ladies and Children.

Prices from 5/6 to 8/6 per pair, without
spats, and 8/6 to 13/6 per pair, with
spats. If detachable spats, 1/- extra.

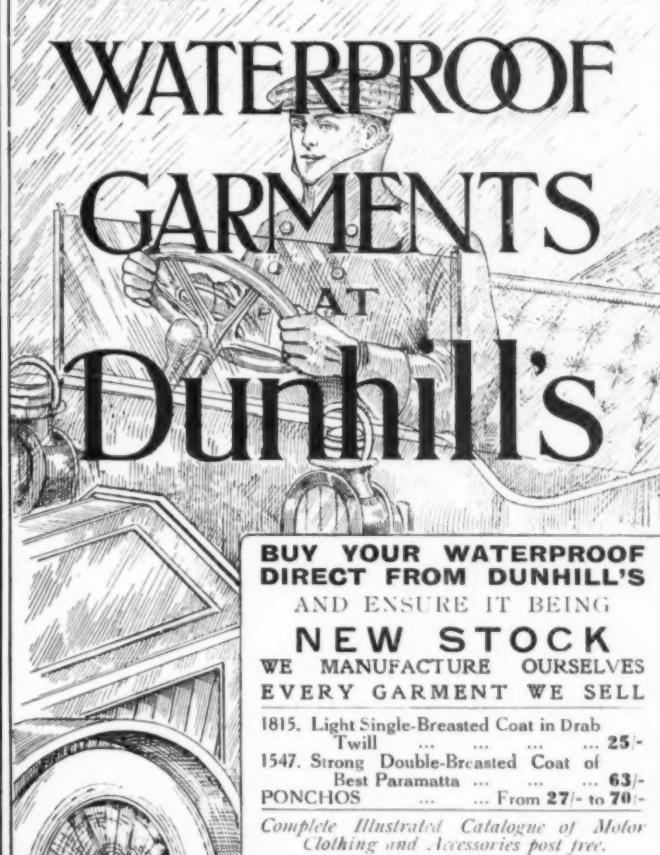
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E. M. KENYON, Esq., Bromley, Kent, writes:—
"Although the split is 16in. in length the Searle Tube stood and was not damaged in any way, and is now being used in another cover. At the time the cover split I was running at a good speed, and considering the weight of my car being 38 cwt., it speaks well for your tubes."

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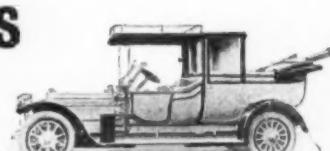
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PAIRING AND SUBSEQUENT PACKING OF PARTRIDGES.

WHAT happens if Hungarians are imported and turned out on the ground after the native birds have paired? That is a question which often suggests itself, and perhaps with rather a special insistence in a season like this when the pairing has been unusually early. It would seem as if the Hungarians in that case must look among themselves for mates, for in the opinion of those who have been turning Hungarians down on their ground for many years, and who have had, therefore, ample opportunity of observing them, it does not often happen that they go unpaired. But then this question raises rather a larger one with regard to the whole subject of the pairing of partridges. We know that in a mild season the birds will pair early; but we also know that if a snap of cold weather comes after, even long after, the birds' pairing, they will at once begin to pack again. It is a tendency not peculiar to partridges; we see it with starlings, too, as a most familiar instance. A great many people argue from this that the pairs are, as a matter of course, broken up when the birds go again in these large flocks or packs, and it is possible enough that it may be so. If it is the case, this breaking of the conjugal ties would readily explain why the Hungarians should have no difficulty in finding mates—for though the dates of turning out these foreign birds differ, they are never so late but that a hard spell of cold is likely to come afterwards. But we have not sufficient information to affirm with any confidence that the birds' domestic choice is disturbed, just because they collect in crowds. Their pairs may be, for all we know, maintained, and they may divide again, when the milder weather comes, into the same family parties, or couples, as before their assemblage. It would be interesting if we could have a little more light on the point.

SNOW MAY BE A BLESSING IN DISGUISE FOR THE GROUSE.

A correspondent writes, with regard to a note we had about the hardships that the grouse have suffered during the heavy snow of the winter, reminding us that there are certain optimists who hold, paradoxical as it may seem, that the snow is rather a blessing in disguise for the stock on a moor. They have some argument with which to back their view, namely, that the snow has the effect of weeding out the weaklings, leaving only the vigorous birds surviving to bring up the new brood. Then it is claimed that the snow acts rather as a preservative of the food that is on the moor, so that when the birds come back from the lowlands to which they have been driven by the snow on the moors, they find more to eat than if they had been steadily taking a toll of those supplies all the while. There is much sound sense in all this, and it is also to be said that it is only the strong and healthy birds that are ever likely to return to the moor, after the period of lowland foraging. But with the best will in the world it is difficult not to think that there will be a good deal of grouse mortality—whether or no we please to speak of it in any specific sense as "the disease"—in consequence of so large a stock being left over at the end of last shooting season. The snow may be of some real service in reducing their number; but we could not expect so exceptionally favourable a spring as that of 1912 to be repeated. There is little doubt it was that, and that only, which saved us from heavy mortality after so large a stock had been left in 1911.

THE NEW PHEASANT.

It is always exciting to the imagination of the shooter to hear of the introduction of a new pheasant, and the description and pictures of the Mikado pheasant given in COUNTRY LIFE of March 29th seem to have interested a great many people. Comparatively few of the later-introduced varieties have proved themselves rivals of the older pheasants in our coverts—*Colchicus* and *Torquatus*—but the last of all was a notable exception in this respect. That was the Mongolian. We regard him now, in his crosses, as very well established, and probably as having given us some improved and hardier blood. It is this last success which stimulates interest and hope about any yet later importation. We do not yet know what the flying abilities and willingness to take wing of this new pheasant may be, nor is it likely that we shall be able to put them to the trial very speedily, for in all there seem to be but nine specimens in this country, and there is a large preponderance of cocks

over hens. An opposite proportion of the sexes would be more hopeful for the stock. Already we hear of shooters enquiring whether they can buy eggs of the new variety. The question is decidedly "too previous." Of course, we do not yet know whether they will find our climate to suit them if they are turned out, but, coming as they do from the island of Formosa, there seems no reason to doubt that they should do well in this country. It is anticipated that though they will cross with our pheasant of several varieties, in no case will the crossed birds be themselves fertile; and if that is so it would make it unlikely that they will be of any great use to us for shooting purposes, however well they fly. But we want to learn a little more of them before we come to a decision, and it seems likely that we soon may do so, as we may hope shortly to see some English-hatched chicks of their own breed and also some crosses.

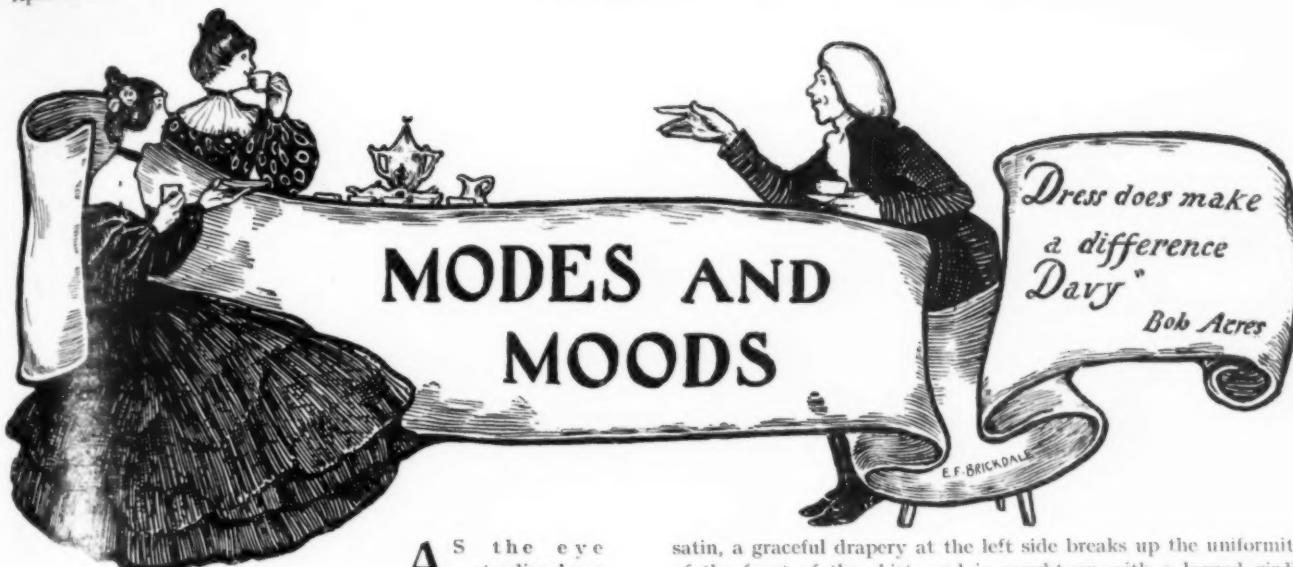
THE STANDARDISATION OF RIFLE CHAMBERS AND CARTRIDGES.

Early in 1911 we welcomed the announcement that the Gun Section of the London Chamber of Commerce had instituted proceedings with a view to setting at rest many of the perplexing incongruities existing in the names and dimensions of rifle cartridges. A committee was formed in March of that year, consisting of experts of the gun and ammunition trades, and their report was presented on Wednesday of last week. No doubt the work of the committee has been arduous; but beyond the adoption of the sizes agreed upon by the well-known firms of Eley and Kynoch for express rifles, it is difficult to see that much progress has been made. The publication of these particulars in June, 1911, discounted to a considerable extent the interest of the report. From the sportsman's point of view it is a matter of sincere regret that proprietary cartridges have been entirely omitted, and we feel convinced that in the near future the makers concerned will realise that the benefits which have undoubtedly accrued to all sides from the standardisation of the cartridge and chamber dimensions of the shot-gun should be extended to sporting rifles. We venture to hope, therefore, that the committee will continue its work in this direction as originally intended; and if as a result the number and variety of cartridges which find place in many makers' lists be reduced by one-half no one will shed other than crocodile's tears. Certain rules governing the production of chambers and cartridges are embodied in the report, and the suggestion that the sizes should be known as the "British Standard" is entirely commendable. The maximum cartridge and the minimum chamber dimensions of the .22 long rifle are given in detail.

Catalogue of the Heads and Horns of Indian Big Game, bequeathed by A. O. Hume, C.B., to the British Museum (Natural History) by R. Lydekker, F.R.S. (Printed by order of the Trustees of the British Museum.)

NONE of those who peruse the pages of Rowland Ward's "Records of Big Game" can have failed to notice, high in the list of owners of recorded specimens of Indian big game, the name of the late Mr. Hume. To quote from the preface of the little volume now before us: "The late Mr. Allan Octavian Hume, C.B., who bequeathed the collection, had been a benefactor of the Museum for many years. The Indian mammals which he had presented were specially valuable, while his collection of skins and eggs of birds from various parts of the Indian Empire, given nearly thirty years ago, consisted of some 82,000 specimens, and was described by the late Dr. R. Bowdler Sharpe as 'one of the most splendid donations ever made to the nation.'" The most specimens of the heads of big game were kept by the donor in his own collection, and it is to these specimens that the present work principally refers. It would be practically an impossibility to bring together a similar collection nowadays comprising as it does 105 specimens, of which, from the useful table compiled by Mr. Lydekker, we see that four are world's records, while a dozen more are within the first half-dozen record heads. The technical names employed are based on priority, which is apt to be a little confusing at times. Mr. Lydekker apparently distinguishes a new race of ibex, and, dealing with the gorals, employs "nemorhaedus" in place of "urotragus," following Mr. Pocock, a change which he deprecates. By permission of the editor of the *Times*, the obituary notice which appeared on August 1st, 1912, of Mr. Hume is reproduced as an introduction. It is not the least interesting part of the book. It is a pity that the illustrations are not better reproduced, but the book is a valuable one to collectors and all those who are interested in big game, while it directs attention at the same time to the gifts of a generous benefactor and his associates his name permanently with the official publications of the museum with which he did so much to enrich. A portrait of Mr. Hume appears as a frontispiece.

April 12th, 1913.]



AS the eye

steadies down

sufficiently to

take in the detail of the new season's fashions, it is impossible not to be struck by the wealth of new trimmings and revivals. Of the latter is a coarse macramé lace, frequently dyed to tone with the gown it adorns. An afternoon dress of rose crépe chiffon had a broad line of this lace set in round the skirt, while the lower half of the *dégradé* little bodice was fashioned of it, the front hollowed out in a long oval and filled in with a guimpe of ivory net that was just eased into a tiny beading at the base of the throat, a row of minute black velvet buttons punctuating the centre, and at the base there was poised a spreading bow of black ribbon velvet.

There is likewise a trimming of macramé *genre* that is carried out in string colour, with little tufts of vivid colour worked in, a curiously Eastern-looking production that is proving invaluable as a trimming for mantles. The trend is distinctly towards roughness of effect, obviously traceable to Egyptian and Bulgarian influences. The loosely-woven oatmeal cloths and éponges on which the wool embroideries are worked, together with a coarse flax silk, are the very opposite to the fine Japanese and Chinese embroideries so long in vogue. Of course, that strange sect, the Cubists, take credit to themselves for largely influencing the vivid colours; but they are not by any means so largely responsible as they imagine. These are not the first days in history when clothes have been influenced by political events. The burnous cloak, which we have with us now, was originally the outcome of a visit of the Empress Eugénie to Egypt, when the cloaks worn by the Bedouin arrested her attention; and it is well within the range of probability that, lacking the incentive proffered by the unsettled state of affairs in the East, we might have tired before this of the insistent description of vivid parti-colouring as Bulgarian. There is a very deluge of ribbons after this character, broad for sashes, and a narrow galon quality chiefly used for trimming hats. It is curious to note how apparently without rhyme or reason sometimes a fancy seems to become a popular success within a week, viewed, of course, from the mercantile standpoint. The soft velours hat, with its accommodating brim, still reigns supreme for country wear, and is by no means unfrequent in town, and on this the Bulgar galon ribbon is becoming ubiquitous.

Always at this period of the year, the subjects for discussion are so overwhelmingly numerous that the trouble is to decide which to place first. There are the coming Courts; a great deal of talk revolves round these, and some valuable hints have come my way. Then there are weddings innumerable. *A propos* of the latter, I was having a chat the other day with the Misses Charlton of 53, Manchester Street, who have been extremely busy lately with some large trousseau orders. Since these clever couturières enlarged their scope by opening another branch dealing with ladies' outfitting, blouses and lingerie, they have found their time fully occupied. It is such a boon for a bride-elect to be able to arrange her whole trousseau, from lingerie to wedding gown, and the bridesmaids' dresses all under one roof; and, incidentally, a saving of expense also for those who have perchance to exercise discrimination, since one expenditure can be dovelled into another.

Evening gowns, it will doubtless be recalled, are a particular feature with these authorities, and their exclusive and original designs reflect the latest mood of La Mode, but never verge on the extravagant. As usual at the commencement of the season, they are well equipped with models, one of which was chosen for pictorial expression in these pages. Built of soft mat black

satin, a graceful drapery at the left side breaks up the uniformity of the front of the skirt, and is caught up with a looped girdle entirely composed of oxidised beads. Carried above the waist, the satin in swathed folds encloses a simple Magyar corsage of black net, worked over with a close design in small oxidised beads, the pattern thrown into high relief by a doublure of flesh-coloured chiffon. In front a little drapery occurs to bring about the requisite free appearance, in the centre of which comes a large



AN EVENING GOWN SKETCHED AT MME. CHARLTON'S.

petunia-coloured rose, repeated in a fold of chiffon the same shade at the base of the short elbow-sleeve. The skirt, it will be observed, has one of the new pointed trains, and is beautifully cut and hung.

The daintiest of dance frocks for a girl is carried out in pale green taffetas shot with silver lights and delicately-tinted lace. A skirt of the lace is mounted over pale green, which just glints through the interstices, the shot taffetas forming very tempered pannier draperies, while on the simple bébé corsage folds of a darker shade of green impart a note of distinction, aided by clusters of hand-made pink satin rosebuds and foliage.

Soft satins and some charming new foulards are the chief rivals in the fashioning of afternoon frocks at this atelier. A chestnut satin formed the basis of a particularly attractive gown; the corsage, although of a singularly simple



THE DRESS WORN BY MISS EMMY WEHLEN IN THE FIRST ACT OF "THE GIRL ON THE FILM."

silhouette, entailed a considerable amount of detail. Initially there is a long-shouldered yoke, outlined by tiny black piping, the sleeve finishing just below the elbow, where a close-fitting cuff of black crêpe de Chine is set on, drawn in at the wrist with a little turn-back fold of shot green taffetas, which is repeated at the top of the high black crêpe collar. A handsome jabot of plissé net and shadow lace conceals the front, one of the very latest flat jabots, down the centre of which there is carried a tiny fold of the chestnut satin, stitched with wee black buttons, a further effective note of black occurring in a single wide end of the crêpe de Chine, pulled over the belt at the left side of the front, weighted with a deep netted fringe of green and chestnut silk. Such, very briefly, is the gospel of spring vogues at the Misses Charlton's, whose abode is just opposite the Wallace Exhibition.

Of the *premières* last week, "The Girl on the Film," at the Gaiety Theatre, stands easily first from the dress point of view. There is not the same opportunity in "Typhoon," at the Haymarket, although Miss Mabel Hackney's evening gown in the second act of the interesting, albeit somewhat gloomy, Japanese play is an extremely beautiful creation, devised and executed, be it said, by one of our leading English houses. It is of soft flame-coloured satin, embroidered with old gold and silver threads, the skirt caught up high in front to show a little petticoat of filmy gold lace, and the draperies captured beneath a short stole of diamanté and pearl trimming. The bodice is the usual frail affair of chiffon, almost concealed beneath a deep fichu of lace, the diamanté trimming outlining the décolletage, and hinting a zouave effect beneath the arms. With this toilette Miss Hackney wears a sumptuous scarf of black and gold and a most becoming hat, and also carries a great muff *en suite*.

At the Gaiety, however, the new musical comedy allows a far greater licence, and those responsible for the dressing of "The Girl on the Film" (why not "The Cinema Girl," one wonders?) have indeed let themselves go. Many notable names figure in the list of costumiers responsible for what will be generally admitted to be one of the best-dressed plays ever put up at the theatre. Nor are the principals alone in wearing some of the most attractive costumes. A little extreme, perhaps, but a black and silver confection, worn by a series of pretty girls, remains pleasure in the memory. The skirt of souple black satin has the front crossed and carried in two points higher up on the tunic or coat of heavy silver embroidery, the latter finishing at the back in a straight, slightly outstanding line above the knees. A notable feature, adopted almost to a woman, is the sandal-tied shoe, and contrasting and jewelled heels are also much in evidence. Indeed, the insistent display of ankles and feet supplies food for reflection.

Dainty little Miss Emmy Wehlen makes her first appearance in the sweetest frock, which we have taken for our second sketch this week. It is of pale blue charmeuse, the skirt draped in a most original manner, much higher on one side than the other, and supplemented with a petticoat of fine lace, trimmed at the back with touches of delicate pink and blue bébé ribbons. The little sleeveless coatee corsage is enchanting, cut in a long V in front, where folds of net are threaded with a slightly darker blue ribbon, sleeves of the same fancy spot net being finished in like manner. Miss Wehlen concludes this attire with a most becoming Dolly Varden type of hat garlanded with flowers. In the quiet simplicity of the design lies its ultra-smartness. The most sumptuously gorgeous toilettes are allotted to Miss Brogden, who, as a noted Italian opera singer, makes one of the hits of the piece. In the first act Miss Brogden wears a soft forget-me-not blue satin, and a quaint jacket with basque of poppy leaf green satin embroidered in gold and finished with a Medici of the finest gold lace. The skirt, which is draped from a stomacher of gold embroidery, is slashed at the feet, and the edges, turning over, reveal a lining of the same poppy leaf green satin; while the blouse, which completes the scheme, is of blue chiffon encrusted with gold embroidery. A luscious shade of geranium pink charmeuse is responsible for the other dress worn by Miss Brogden, on which a mass of embroidery figures, wrought in pale blue floss silk, silver tubes and small ivory beads, the bodice parting either side of a gilet of soft ivory lace.

The third act, an evening scene at the Savoy, affords an opportunity to show the last word in evening toilettes, of which every advantage is taken. It was impossible to take in much detail: the stage presented a constantly moving kaleidoscope of colour. But one carried away the impression of several clever black and white schemes, these standing out in distinctive relief, and also that the coiffure adjuncts of ostrich feathers, aigrettes and wings are rapidly touching the grotesque. The dresses, however, are worth studying, since they evidence the trend of fashion, expressed through some of the finest modistic mediums resident here and in Paris.

A small but interesting exhibition was opened on the 1st inst. at the Baillie Gallery, 13, Bruton Street, of Mr. Arthur Streeton's pictures, and will continue until the 19th inst. Alike in his water-colours and oils, Mr. Streeton shows great boldness of treatment, the water-colours having a singularly clear atmosphere. What is so delightful about the work, also, is the complete absence of exaggeration. They are pictures one feels one could live with. Mr. Streeton's choice of subjects, too, is most eclectic: he wanders from the Bridge, Kelso, to Corfe Castle in Hampshire; from a view in Derbyshire to a lagoon in the evening. His flower studies are strikingly beautiful. — is an extremely attractive show, and one that should not be missed, if possible.

L. M. M.

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Jewels of Brass. by Jittie Horlick. (Duckworth.)

MRS. HORLICK touches many themes lightly before she sails into the deep waters which close over the final chapters of *Jewels in Brass*. In an early mood the little Antonia seems a mystic elfin child who meets and plays with in dreams the masterful boy with the yellow eyes who is the hero and lover for whom she is predestined. In some past age they lived and loved and came back to earth to find each other. So various incidents suggest, and it is with difficulty one reconciles the dreamy, mystical possibilities of the first chapters with the worldly succeeding atmosphere when Antonia has made a brilliant, although seemingly nominal, marriage with a great artist, and has herself developed from the poetical stage of childhood into the *grande dame* endowed with every attraction of mind and body. It seems a pity that Mrs. Horlick should have sacrificed her early conception of Antonia to a charming portrait. However, she cannot evade the past; its long tentacles stretch through the dusty centuries, and the boy she played with in imagination in nursery days appears as Raby Stigand. We cannot follow Mrs. Horlick through their alluring romance and the years in which they hesitate and falter. Then decision becomes necessary, because love is a tenant who looks for perhaps a fanciful purchase, or, at least, a leasehold that deceives him with perpetuity of tenure. They are going to fly, defying conventions, and Antonia shall make the great renunciation in that Paradise—or wilderness—on which society shuts its doors. But they have not yet heard the bang of that door when Antonia learns that her husband is dying of cancer. At the last moment her heart is too tender. She cannot leave a man who has been kind to her, and who unconsciously appeals to her gratitude. It is here we quarrel with a charming novel which knows no dull or stupid moment. Mrs. Horlick endeavours to make the reader think that Antonia returns to her husband through generosity. Three months of life—perhaps a doubtful year—are the bounds she puts to passion. Society is too great to offend; our content and happiness and good names are on its knees. The god must be given a gift, and the modern novelist, while envisaging the romance and the justice in one summing up such love, can only justify and free it by the ignoble interpretation of Death. Here is a problem romance cannot solve, so it must be left to the ordered and bloodless utterances of the Eugenics Society.

Poor Dear Margaret Kirby. by Kathleen Norris. (Macmillan.)

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April 12th, 1913.]

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THE COMING . . . POLO SEASON.

HERE can be no doubt that International polo matches excite a great deal of interest among a wider public than those who are players and spectators of the game throughout the season. The Duke of Westminster has provided seventeen ponies, in addition to those the team supply themselves, which are such that we can have no excuse on that score. He has done this with rare generosity, since it is not likely that he will be able to play in the Test Matches himself. Then we have a team of the best players. Mr. Freake in condition, Mr. Buckmaster in his best form, with Captain Cheesee and Captain Ritson at their strongest, should make a team equal to any, even though they include the automatic combination, headlong dash and delicate accuracy of the Waterburys, the clear head and resource of Mr. Whitney, or the defence at once so quick and so strong as that of Mr. Devereux Milbourn. Then we have a reserve of strength in Captain Bellville and Lord Wodehouse. I am not sure that we know the best of Lord Wodehouse, for he has not often been mounted on ponies that suited him and could go the pace. He is one of those players formed by the double process of assiduous practice and opportunities for taking part in first-class polo who are capable of great things with the right pony between their knees.

THE POLO ASSOCIATION AND MR. BUCKMASTER.

We are, on the whole, in favour of a national polo Association, but it is unquestionably a difficult and delicate matter to approach Hurlingham on the subject. We think that, having asked Hurlingham to receive a deputation, it would have been wise to refrain from comment or suggestion until the club had returned an answer. We have reason to believe that many members of the club and well-wishers to Hurlingham, were not averse from the formation of an association, especially since it was desired by so many people connected with polo. Indeed, many people think that the position of Hurlingham as a social club of the highest standing is incompatible with that of the control of a game of which so many supporters are not, and cannot be, members of the club. The real objection to the present state of affairs is that there is a divided interest between the club and the game, and that it is necessary for the due expansion of the game that it should be controlled by a central body which has no other purpose than the well-being of the game and no other interests than those which appertain to polo. But there are, necessarily, many of the Hurlingham Committee who by long association have come to identify the club with the game. For years Hurlingham and polo were almost synonymous. To these and to many members of the club its deposition from its place as the ruling body cannot but be painful. For these reasons we think that it would have been well to have kept silence until the committee had given an answer to the deputation. It was not desirable that outside papers should be called in to observe the interesting spectacle of our internal dissensions and difficulties on the eve of an International struggle. Indeed, the team which is going out next month is going as a Hurlingham team. True, the club has had but little choice in the matter, for the Duke of Westminster is finding many of the ponies, the players other and Mr. Buckmaster is responsible for the arrangement and choice of the team. The club should have been treated with the utmost delicacy and courtesy. Mr. Buckmaster has, indeed, up to now made no false move. He was quite right to withdraw from the Hurlingham Committee before he acted with and for the County Polo Association in this matter. We think that no attempt should have been made to force Hurlingham's hand, and it is clearly for the new association of the utmost importance that all who are interested in the game should work together with the utmost harmony and consideration. It would be little less than a disaster if the new association began with a split in its ranks. We have always hoped that Hurlingham might take large views and act a leading part in this most necessary reform. If Hurlingham refuses, and hostile interviews permitted to American papers might lead to this, then it will be time enough to consider what the next step should be.

THE HOME POLO SEASON.

To turn to our own polo season. The prospects are that we shall have an interesting season of play. No doubt a great deal of further interest will be concentrated on the American polo ground on June 10th and 14th, and a number of our best polo players will undoubtedly be absent. But this will make the Champion Cup and the Ranelagh Open Cup more open affairs than they have been, and give to other teams especial chances of distinction in these great open tournaments. But though some cups may lose, there

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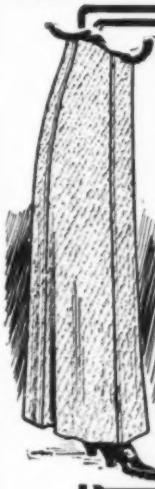
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will be no lack of interest in the soldiers' polo. The teams of the Royal Horse Guards, the 9th Lancers, the Queen's Bays, the Scots Greys, the 11th Hussars and the 4th Dragoon Guards will be at home, and though we shall miss the 7th Hussars, yet we have the Carabiners. It is true, of course, that some regiments have lost noteworthy players, Captain Lakin (11th Hussars), for example, having retired from the Service. Yet the regimental teams seldom fail to have some young players coming on to take the places of those who have left. The regimental system of training for polo is so good that the young players who are attracted to certain regiments by their polo reputation are soon formed and prepared to take their place in first-class polo. There are two things which give an especial advantage to young players which did not exist in earlier days—the existence of a handicap and the disappearance of off-side.

The handicap tournaments fixed at Hurlingham and at Ranelagh enable a player to take part in good polo in the very opening days of the season and to test his handicap; if he then proves himself equal to, or a shade better than, his handicap, he will not lack for invitations to take part in matches. A player with a comparatively low handicap who is well worth his place is a valuable man to any team. Of course, a man's value depends to a great extent upon his ponies, and these in their turn will be, if of polo class at all, much what their training has made them. If there was one lesson more than another which could be learned at Islington, it was that judges of first-class polo reputation, like Colonel John Vaughan and Mr. Ellison, laid the greatest stress on handiness and good schooling, placing the resulting good manners above many other desirable qualities. The ponies of perfect balance which responded without fail to the hand and legs of their riders were selected for prizes. It was easy to see that aspiring polo players would have to learn the use of the "aids," and that many riders at Islington had only very rudimentary ideas on this point. Polo horsemanship at its

best is essentially the result of scientific school training, and if any young polo player has not yet been through a school course, the sooner he takes one the better for his prospects of distinction in the game. There is no need to fear that the training will make him stiff or slow; the actual work of the polo-ground and the hunting-field will make that no danger at all. The careful study of scientific equitation will tend to level players up and lessen the advantage of the comparatively few fine horsemen who have literally solved the problems of horsemanship in the saddle. School tends to level up ponies, for many good ponies are far below their true polo form because they do not know how to use their powers, nor do their riders understand how best to call these forth. In this respect we shall see improvement on each successive season. The soldiers will have an especial advantage, because the standard of military equitation is steadily rising in the British Army.

As far as the polo clubs are concerned, their programmes must be dealt with later. Hurlingham, Ranelagh and Roehampton are providing the usual events of the season, and Hurlingham, we do not forget, will start this season with another grand, so that it will be easier to work out their programme. Some of our best and keenest players will be in America, it is true, but there has never been an International tournament from which we have not learned a good deal, and we may reflect that but if the events of 1909 the game of polo would not be what it is at present. Of course, the question of the Polo Association is much discussed. The attitude of the Hurlingham Club will be watched with interest, but it will not affect the result in the long run. If a compromise is arrived at, the game will still be cramped. People write as if the movement was an attack on the Hurlingham Club. It is nothing of the kind; it is really the result of the success of polo and its natural expansion. The better Hurlingham managed the game, the more certain was the movement to arrive, and it is, really, perhaps the greatest acknowledgment of its worth that has ever been made to the committee.

X.

FOR TOWN AND COUNTRY.

IRISH NEEDLECRAFT.

IN spite of the numerous foreign embroideries which enjoy a fleeting popularity from time to time in this country, nothing can compete for favour with the world-famous embroidery and general needlework of the Irish peasant women. They have some advantage in the diversity and exquisite quality of the linens on which they work; but apart from this, Irish embroidery always displays a remarkable appropriateness and exquisite taste both in the design and methods of working employed. This beautiful work has, of course, been popular for a long time, but during

the last few years a dépôt for the collecting and distributing of Irish handicrafts generally has been formed at The White House, Portrush, and through this means their excellence has gained the renown it deserves. The White House, dealing as it does directly with the workers on the one hand and customers on the other, is able to command the very best needlework obtainable, to pay well for it and to sell it again at a moderate profit. Thousands of pounds' worth are purchased annually, and the peasant workers have every reason to be grateful to a firm which gives them a profitable incentive to work and finds an ever-increasing



AN EMBROIDERED TEA-CLOTH.

market for their produce. The tea-cloth which we illustrate, with its open-work border and trailing marguerites and shamrocks, is a typical piece of Irish embroidery on the finest linen, and its entire effect of artistic conception and exquisite finish would satisfy the most fastidious taste; and this is only one of many designs of all descriptions which will be found in the illustrated catalogue of Irish work issued by Messrs. Hamilton and Co. of The White House, Portrush.

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A RECENT EXHIBIT OF MESSRS. CARTER'S AT THE ROYAL HORTICULTURAL SOCIETY.

mixtures of grass seed. The stone pillars and wrought-iron gates, leading through, it may be, to a flower-decked corner beyond, serve to indicate the lines on which garden gates might be arranged, instead of the too often unsuitable barriers that are met with.

VOL.